

APPENDIX D

Mitigation Plans

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**DAKOTA, MINNESOTA & EASTERN
RAILROAD CORPORATION
GRADE CROSSING MITIGATION PLAN**

At-Grade Crossings and Grade Separations

April, 2001

**GRADE CROSSING PROTECTION
STB Finance Docket No. 33407
DM&E MITIGATION PROPOSALS**

April 16, 2001

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New Construction:

- * Baseline -- Commitment
- * Form of Agreement -- Offered

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• Blunt, SD	• Lake Preston, SD	• Wall, SD
• Byron, MN	• Lamberton, MN	• Walnut Grove, MN
• Cavour, SD	• Lewiston, MN	• Waseca, MN
• Claremont, MN	• Midland, SD	• Wessington, SD
• Cobden, MN	• Miller, SD	• Wolsey, SD
• Cottonwood, SD	• Minnesota City, MN	
• De Smet, SD	• New Ulm, MN	
• Dodge Center, MN	• Philip, SD	
• Dover, MN	• Quinn, SD	
• Elkton, SD	• Ree Heights, SD	
• Eyota, MN	• Revere, MN	
• Ft. Pierre, SD	• Sanborn, MN	
• Garvin, MN	• Sleepy Eye, MN	
• Harrold, SD	• Springfield, MN	
• Hetland, SD	• St. Charles, MN	
• Highmore, SD	• St. Lawrence, SD	
• Huron, SD	• Stockton, MN	
• Iroquois, SD	• Tracy, MN	

**GRADE CROSSING PROTECTION
STB Finance Docket No. 33407
DM&E MITIGATION PROPOSALS¹**

April 16, 2001

The following voluntary mitigation plan is offered with respect to all grade crossings. This plan reflects thousands of hours of work by DM&E and various federal, state and local officials. It is based on negotiation and consultation with various federal and state rail crossing safety engineering experts, and with local officials. While we believe it to be far in excess of normal industry standards and regulatory requirements, the final document has not been submitted for approval or adoption by the relevant authorities. However, it has been designed with the specific intention of requiring final review and approval by such authorities, and is subject to certain modifications by such authorities, based on future safety engineering analysis and other matters, as explained below.

Crossing Types ("jurisdictional" vs. "non-jurisdictional")

This proposal addresses two distinct grade crossing types considered in the DEIS. The first relates to the existing railroad crossings located on the "non-jurisdictional" (i.e., "Rebuild", as defined in the DM&E Application) segments of the DM&E which could be impacted by the proposed construction. The second relates to the "jurisdictional" segments of the Project where New Construction of rail lines will occur (i.e., Wyoming, western South Dakota, in or near Mankato, MN, and in or near Owatonna, MN), necessitating the construction of new rail/roadway crossings as part of the Project.

Plan Objectives

A basic objective of this plan is to provide a level of grade crossing protection significantly better than that found on any comparable rail line in the United States. In its

¹ This document sets forth voluntary mitigation proposals offered by DM&E in connection with the above referenced case. In submitting this conditional offer, DM&E does not waive any legal (jurisdictional or substantive) claims regarding the lack of STB authority to impose unilaterally any variation hereof as a condition of approval in this proceeding. The grade crossing proposals made hereby are based on cooperative consultation with various state and federal agencies, and other grade crossing engineering expertise. Many aspects of the plan are interrelated, and mutually dependent on each other for operational and policy consistency. As such, this offer is intended as a complete resolution of all grade crossing issues relative to this case. DM&E remains open to negotiating any suggested modifications hereto, and will work in good faith to come to mutually agreeable plan that meets or exceeds industry grade crossing protection standards and remains consistent to the important safety and policy principles that underlie this proposal. Any supplemental or alternative unilateral conditions or mandates relative to grade crossings which are not agreed to in writing shall render this offer null and void.

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original application, DM&E stated its intent to develop a grade crossing safety plan that could serve as an industry model. We believe we have significantly exceeded those objectives in the plan that follows.

Proposal Principles

Underlying this proposal is set of principles which include:

1. **Minimum baseline commitments; continued improvements.** Provide certain minimum guarantees with respect to funding commitments, but continue efforts to improve upon the safety design and engineering through ongoing planning, consultation and negotiation with appropriate state and federal rail safety agencies.
2. **Flexibility.** Retain flexibility to correct inadvertent oversights or make corrections or improvements or adjust to changing technology or to strengthen the overall plan, subject to approval by appropriate state and/or federal rail crossing safety authorities.
3. **Uniformity in policies and principles.** Adopt a uniform, comprehensive plan resulting from a policy applied consistently throughout the system.
4. **Comprehensive coverage.** Address specific minimum design and funding commitments relative to each of the 611 existing and proposed individual crossings throughout the system.²
5. **State and Federal Oversight.** Ensure compliance with the Federal Railway-Highway Crossings Program to ensure uniformity and consistency with established safety standards.

Plan Structure

The proposed mitigation offers various supplemental levels of crossing protection funding by the railroad. Normally, the railroad pays 0% of the initial crossing upgrade cost, with the federal government paying 90% and state or local entities paying 10%. In this case, DM&E is offering to pay 90% of such costs, with the remainder coming from the federal Crossings Program. This is expected to result in a significant savings for state and local entities, and should not significantly affect federal contributions which would normally be allocated to this line.

² This figure includes both New Construction crossings and Rebuild crossings in South Dakota and Wyoming, utilizing Alternative C (with the WG Divide & Phinney Flats sub-alternatives) as configured in the DEIS. For Minnesota this figure assumes authorization and new construction of crossings for the southern route near Mankato (Alternative M-2) and the short inner loop connection in Owatonna (Alternative O-3).

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The supplemental or optional approach employed here (i.e., offering 2 or 3 alternative designs from which federal and other professional safety engineers can choose) is necessary in part because of methodology differences and in part because of the nature of the negotiated agreements. For example, the PCAPS methodology employing a nationally recognized standard produced 19 known examples where individual crossings would result in higher protection levels applying the baseline formula commitment (e.g., PCAPS) than would be the case if the voluntary agreements would be applied. The supplemental approach used herein allows those 19 to be singled out for adoption of the higher PCAPS standard, while leaving authorities free to apply the voluntary agreement specifications for the vast majority of crossings which benefit from that methodology.

The supplemental approach is also necessary to include privately negotiated agreements, which involve mutual benefits and negotiated commitments from entities outside of STB's jurisdiction (e.g., local communities). If for any reason those agreements are terminated by the community, a baseline will be necessary to ensure that no crossing is overlooked. With the supplemental structure of this proposal, the Crossings Program authorities are free to select the highest level of protection applicable to that individual crossing.

In short, the supplemental approach makes certain that (a) no crossing will "fall through the cracks", and (b) that each crossing is eligible for the highest level of protection funding commitments from DM&E.

For "non-jurisdictional" crossings on the Rebuild, three optional protection specification supplement approaches are offered. For "jurisdictional" crossings on the New Construction, there are generally two alternative approach options. For both, the final specification level of protection for each crossing shall ultimately be determined by the appropriate state and federal officials via the Crossings Program review. Those officials may select any one of the various options for each crossing individually, or may modify it to ensure compliance and consistency with national industry standards in the event this proposal inadvertently fails with respect to any individual crossing. Each level employs a different methodology to achieve the minimum offer, as follows:

1. The PCAPS Analysis National Standards Plan ("PCAPS Plan").³ DM&E shall, as a minimum baseline commitment, fund 90% of the cost of crossing protection

³ This option applies to the non-jurisdictional existing crossings on the Rebuild portion of the existing DM&E line in South Dakota and Minnesota. Obviously, the PCAPS analysis could not be conducted on the New Construction jurisdictional crossings which currently do not exist. Accordingly, for those crossings a separate "baseline" unilateral minimum commitment option was developed based on review of national industry practice and standards.

upgrade specifications as provided in the PCAPS Plan set forth in Appendix X-PC hereof as contributions towards the federal Crossings Program, subject to the procedure set forth herein. This plan reflects the DEIS PCAPS analysis, and is offered as the "baseline" commitment for non-jurisdictional crossings, subject to (a) adoption of this mitigation offer as a condition of approval of the DM&E construction case, (b) actual construction of the project, (c) final approval of the relevant crossing design pursuant to the Federal Railway-Highway Crossings Program ("Crossing Program") implemented under the authority of the Highway Safety Act of 1973, codified at 49 U.S.C. Sec. 203, *et al.*; and (d) compliance with other relevant laws governing grade crossing protection (e.g., The Federal Railroad Safety Act of 1970 ("FRSA"), and state laws and regulations consistent therewith). In the event any crossing protection resulting from the PCAPS Plan is inconsistent with the Crossings Program or other law, DM&E shall undertake plan modifications to ensure compliance and obtain necessary approvals through the Crossing Program. Further, any PCAPS Plan modifications mutually agreed to between DM&E and Crossing Program agencies for the purpose of improving the overall safety and efficiency of the line shall be permitted so long as such modification is documented and submitted to the STB following Crossing Program approval.

2. The Statewide Formula Agreements ("State Agreement(s)").⁴ Notwithstanding having agreed to the PCAPS Plan as a base for the non-jurisdictional crossings, DM&E further offers to enter into state-wide agreements substantially the same as those attached as Appendices X-W (for Wyoming), X-S (for South Dakota), & X-M (for Minnesota), subject to the Crossings Program procedure set forth herein. DM&E will also negotiate in good faith to refine and modify such agreements to meet reasonable and necessary legal requirements, or to reasonably improve safety engineering efficiency. To the extent the PCAPS base plan and the State Agreements differ, the relevant state after good faith consultation with federal Department of Transportation authorities and DM&E will designate which level of protection as between the two plans shall be implemented. All such agreements and individual crossing designs shall be subject to safety engineering review and approval pursuant to the Crossing Program, and compliance with other relevant laws governing grade crossing protection. In the event any crossing protection resulting from the State Agreements is inconsistent with the Crossings Program or other law, DM&E shall undertake plan modifications to ensure compliance and obtain necessary approvals through the Crossing Program.

⁴ This option applies to both the non-jurisdictional existing crossings on the Rebuild portion of the existing DM&E line and the New Construction jurisdictional crossings which currently do not exist.

Further, any State Agreement modifications mutually agreed to between DM&E and the Crossings Program agencies for the purpose of improving the overall safety and efficiency of the line shall be permitted so long as such modification is documented and submitted to the STB following Crossing Program approval. DM&E will execute these agreements anytime between May 1, 2001 and the 30th day following the publication date of STB's order approving the application filed in STB Finance Docket No. 33407.

3. The Locally Negotiated Community Partnership Plans ("Community Agreement(s)").⁵ Notwithstanding whether or not any individual State Agreement(s) have been executed, as further supplement to the PCAPS Plan and/or State Agreements, DM&E agrees to fund at least 90% of the costs of grade crossing improvement upgrade specifications set forth in those Community Agreements attached hereto as Appendix X-C as contributions towards the federal Crossings Program, subject to the procedure and conditions set forth herein. To the extent the Community Agreements and either the PCAPS Plan or the State Agreements differ with respect to certain crossings, the federal Department of Transportation authorities may designate which level of protection as between the various plans shall be implemented pursuant to the Crossings Program review procedure. All such agreements shall be subject to safety engineering review and approval pursuant to the Crossing Program, and compliance with other relevant laws governing grade crossing protection. In the event any crossing protection resulting from the Community Agreements is inconsistent with the Crossings Program or other law, DM&E shall undertake plan modifications to ensure compliance and obtain necessary approvals through the Crossing Program. Further, any Community Agreement modifications mutually agreed to between DM&E and the relevant agencies for the purpose of improving the overall safety and efficiency of the line shall be permitted so long as such modification is documented and submitted to the STB following Crossing Program approval. The offer of the Community Agreements as STB mitigation is further conditioned on the terms and conditions of footnote number 1, *supra*, and the terms of the Community Agreements themselves, including without limitation those relating to local dispute resolution and non-reliance by third parties for certain purposes. If the Arbitration process provided for in the Community results in a finding or interpretation contrary to DM&E's position, DM&E voluntarily agrees to STB

⁵ This option consists of relying on private agreements with many communities that include valuable consideration for both parties. It applies to various crossings throughout the DM&E Project territory. These agreements and the crossing protection levels are submitted on the condition that the federal agencies will respect their terms, including those relating to non-reliance and arbitration of disputes.

jurisdiction to enforce such agreements.

The "jurisdictional" crossings have various levels baseline commitments and voluntary agreement offers, subject to the Crossings Program review and approval process, and all other conditions outlined in subparagraphs numbers 1, 2 & 3 above. The following four categories we believe constitute all of the jurisdictional crossings relative to the New Construction:

- a. Wyoming New Crossings. These are all the new crossings required to be constructed in the state of Wyoming as a result of this project. Their location and the individual protection levels offered relative each one are identified in Appendix X-WY.
- b. South Dakota New Crossings These are all the new crossings required to be constructed in the state of South Dakota as a result of this project. Their location and the individual protection levels offered relative each one are identified in Appendix X-SD.
- c. Mankato New Crossings These are all the new crossings required to be constructed on either Alternative M-2 or M-3 in or near the Mankato, MN area, depending upon which of these Alternatives is approved by the STB. Their location and the individual protection level offered for each one are identified in Appendix X-MK.
- d. Owatonna New Crossings These are all the new crossings required to be constructed on either Alternative O-2, O-3, or O-4 in or near the Owatonna, MN area, depending upon which of these alternatives is approved by the STB. Their location and the individual protection levels offered relative each one are identified in Appendix X-O.

Generally speaking, these crossings involve two alternatives: a proposed unilateral "baseline" commitment and a proposed "form of agreement" which must be offered to the relevant authority. Because it was impossible to conduct a PCAPS analysis with respect to prospective crossings, that level obviously is not included for jurisdictional New Construction crossings. Again, the best and appropriate level of applicable protection will be determined by the appropriate state and federal officials, and will be the level that is the basis for DM&E's funding commitment provided hereby.

Safety and Legal Policy Considerations

The structure of the proposed plan is designed to ensure compliance with federal crossings safety law, and maximize continued participation by safety engineering experts in the

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appropriate agencies of jurisdiction.

Congress enacted the Federal Railroad Safety Act of 1970 ("FRSA") "to promote safety in every area of railroad operations and reduce railroad-related accidents and incidents." 49 U.S.C. § 20101. Under the FRSA, the Secretary of Transportation is granted authority to "prescribe regulations and issue orders for every area of railroad safety." 49 U.S.C. § 20103(a).

Grade crossings, specifically, are addressed as part of the federal statutes and regulations promulgated under the 1973 Highway Safety Act, 49 U.S.C. § 203, 87 Stat. 283, which, in part, created the Federal Railway-Highway Crossings Program ("Crossings Program"), 23 U.S.C. § 130. The Crossings Program provides funding to the States for the "cost of construction of projects for the elimination of hazards of railway-highway crossings." 23 U.S.C. § 130(a). In return, the States must "conduct and systematically maintain a survey of all highways to identify those railroad crossings which may require separation, relocation, or protective devices, and establish and implement a schedule of projects for this purpose." 23 U.S.C. § 130(d). The Secretary of Transportation has promulgated regulations implementing the Crossings Program, including, 23 C.F.R. § 646.214(b), which addresses the design of grade crossing improvements, including the adequacy of warning devices installed under the Crossings Program.

We think it is very important to not circumvent this established procedure with respect to DM&E grade crossings. While the proposals we have developed already include a significant amount of input from state and federal crossing safety engineering experts during the initial planning stages, it must be emphasized that none of those agencies have either approved or agreed to any specific crossing proposal. Neither DM&E nor the STB has the requisite expertise to safely circumvent the established Crossings Program process, and DM&E would strongly oppose any effort to do so. While we are confident that on balance the attached plans meet the Crossings Program's safety engineering adequacy requirements, there may be individual instances where we have inadvertently failed to take some relevant factor into account. Further, we think that the plan can benefit from additional and specific input from the relevant state and federal experts involved in the Crossings Program review, and regardless of whether or not specific technical requirements are met there may be opportunities to further enhance safety even beyond the levels proposed herein. Crossing consolidation and/or closure programs, for example, present a potential area for possible improvement.

DM&E's proposal herein is primarily a funding commitment. Under the Crossings Program procedure, the Federal Highway Administration ("FHWA") approves crossings projects which the relevant state installs. To ensure uniform, minimum federal and state safety standards are met, federal statute requires that "[n]o funds shall be approved for expenditure [pursuant to the Crossings Program] . . . unless proper safety protective devices complying with safety standards determined by the Secretary at that time as being adequate shall be installed or be in operation at any highway and railroad grade crossing". 23 U.S.C. § 109(c). We believe it

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would be a grave mistake to circumvent the Crossings Program procedure and the regulatory scheme which governs that process.

We claim no unique expertise as grade crossing safety engineers. Throughout the course of this project, we have sought review and approval from various rail crossing safety experts and agencies. For practical liability and other reasons, no entity has expressed a desire to undertake that responsibility outside of the established Crossings Program. We have come to accept the wisdom of that approach, and are following it in this proposal. This is not an area for amateurs. It is in part for this reason that we are offering funding to be directed through the Crossings Program. The federal funding component of the program should not be materially different than that which has historically been allocated to this line through the Crossings Program. Most importantly, this approach will insure the additional and careful planning and safety engineering expertise of qualified experts for each and every crossing involved in this proposal.

This approach also will ensure consistency and uniformity in rail safety standards, as required by federal law. For example, FRSA requires that "Laws, regulations, and orders related to railroad safety shall be nationally uniform to the extent practicable." 49 U.S.C. § 20106 (emphasis added). More importantly, it will ensure continued oversight by duly authorized agencies with the experience and resources to do the most responsible job relative to grade crossing safety.

In discussions with local authorities relative to the Community Agreements, it was made clear that these agreements were subject to the normal regulatory and legal procedures. Indeed, each agreement contains a specific provisions conditioning the agreement on such approvals and compliance. While we are confident that the vast majority of these individual agreements and individual crossing protection specified therein greatly exceed Crossing Program requirements, we are in no position to speak for the federal or state authorities in that regard. That is another reason why the three-tiered "supplemental" structure approach using (1) the PCAPS Plan, (2) the State Agreements, and (3) the Community Agreements is particularly helpful relative to the non-jurisdictional crossing. In every event, DM&E will at a minimum meet the Crossing Program requirements. In addition, we are proposing to fund an even more aggressive level of protection, unless the federal and state experts determine that approach is not better for any individual crossing. We think this offers the best possible protection system, which hopefully will serve as the industry model we envisioned.

Non-Jurisdictional (existing DM&E) Grade Separations. With respect to the existing DM&E line, the DEIS analysis makes clear that grade separations are not warranted for this project. The DEIS analysis specifically analyzed this issue for every non-jurisdictional crossing on the DM&E system. That analysis is documented in Appendix G, and specifically determined that no crossing tripped the threshold criteria for level of service or related delays, and accordingly did not warrant any grade separations. So even assuming, *arguendo*, that

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jurisdictional defects could be overcome, STB precedent does not justify any grade separations in this case. Using the same methodology in the EIS conducted for the Conrail merger case, STB determined that potential mitigation (i.e., partial funding commitments from applicant railroad) could be warranted in cases where the delay thresholds resulting from the DEIS analysis are exceeded. In Conrail they were exceeded. In this case they are not. The DEIS analysis has clearly demonstrated that such impacts are not present in this case, and that no mitigation is warranted.

More significantly, the DEIS analysis makes clear that even if the serious jurisdictional problems could be overcome, ordering separations for existing DM&E crossings on the facts of this case would be inconsistent with established federal uniformity policy and the requirement that any "orders . . . related to railroad following cities on the non-jurisdictional portion of DM&E's line:

1. Pierre, SD
2. Brookings, SD
3. Rochester, MN

Jurisdictional Construction Crossings Mitigation. New Construction segments where DM&E is actually seeking an STB action (vs. existing crossings on the existing DM&E line) are treated separately, both for legal reasons and practical reasons. For example, with respect the New Construction jurisdictional line segments, STB does not face the *in personam* jurisdictional problems *vis a vis* third parties as is the case for grade separations attempted to be ordered for the existing DM&E line where mandating such structures would clearly impinge on property outside of DM&E's right-of-way.

In this regard, DM&E has offered as voluntary mitigation various grade separations in Wyoming, South Dakota and in the Mankato area, depending on the Alternative ultimately selected by STB. This specific mitigation in the form of numerous grade separations relative to jurisdictional crossings is included in the mitigation proposals set forth in Appendices X-WY, X-SD, and X-MK, above.

SUMMARY

The above presents an detailed compilation of DM&E's voluntary mitigation relative to grade crossing (at-grade and separations) offered and conditioned on the basis that it is comprehensive and will not be modified except by mutual written agreement, and that STB not extend its jurisdiction or materially alter established precedent in other areas of the law. We will continue to work with the STB and other federal agencies, states, communities and individuals to develop and implement additional voluntary mitigation.

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Should STB desire to discuss or modify any of the voluntary mitigation proposals set forth herein, we welcome the opportunity to discuss ways to improve upon this effort.

Sincerely,

Kevin V. Schieffer
President and Chief Executive Officer

KVS:jeh_(deisresp.xng)

Attachments

KEY

Key – Symbols for Crossing Protection Devices

This key applies for the following Appendices:

Appendix X-PC
Appendix X-SD
Appendix X-MN
Appendix X-MK
Appendix X-O

This key lists the various forms of Crossing Protection and how they are designated by the following symbols in the above appendices:

<u>Level of Protection</u>	<u>Description</u>
A	No Crossing Protection
B	Crossbucks
C	Crossbucks with Stop Signs
D	Flashing Red Lights
E	Flashing Red Lights with Gates
GS	Grade Separation
R	Relocate Road to Avoid Crossing

APPENDIX

X-PC

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMENDATION 20 NMT	PCAPS RECOMENDATION 50 NMT	PCAPS RECOMENDATION 100 NMT
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WINONA COUNTY, MINNESOTA

4.40	Winona Aggregate	391127R	C	100	C	C	C
5.20	Martina & 11th St.	193171H	C	460	C	C	C
6.20	Canton Mills	193197K	C	100	C	C	C
8.60	Cnty RD 23	193200R	D	2500	D	D	D
9.30	Cnty RD 6	193176S	B	55	B	B	B
11.10	Main St./ Cnty RD 23	193201X	D	1750	D	D	D
16.70	Cemetery Crossing		B	100	B	B	B
16.80	Dutchman / Twp 1	193206G	C	100	C	C	C
17.80	Cnty RD 25	193207N	D	1850	D	D	D
18.40	Freemont St	193209C	E	1700	E	E	E
19.00	Golf Crossing	193210W	B	55	B	B	B
20.90	Twp 13	193211D	B	55	B	B	B
21.90	Cnty RD 18	193247L	B	200	B	B	B
22.70	Center St	193248T	D	950	D	D	E
23.00	2nd Ave.	193249A	B	39	B	B	B
24.00	Twp 5	193250U	B	55	B	B	B
25.40	Cnty RD 37	193251B	B	180	B	B	B
26.50	Twp 13	193253P	B	100	B	B	B
27.80	Terry Drive	193193H	D	500	D	D	D
28.20	Richland Ave.	193254W	C	380	C	C	C
28.40	Whitewater Ave.	193255D	E	4050	E	F	E
28.50	St. Charles Ave.	193256K	C	780	C	C	C
28.70	W. 11th St.	193257S	C	480	C	C	C
29.00	Cnty RD 126 / West End Rd.	193194P	B	380	B	B	B

OLMSTED COUNTY, MINNESOTA

30.10	Twp 668 (#34)	193258Y	B	25	B	B	B
30.40	19th Ave. SE / Twp 591 (#33)	193259F	B	25	B	B	B
30.90	Twp 667 (#32)	193195W	B	25	B	B	B
32.20	Chatfield St./ CSAH 10 (#31)	193260A	D	1300	D	D	D
34.20	CSAH 32 (#30)	193261G	B	200	B	B	B

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMMENDATION 20 NMT	PCAPS RECOMMENDATION 50 NMT	PCAPS RECOMMENDATION 100 NMT
35.30	140th Ave. SE / Twp 90 (#29)	193262N	B	50	B	B	B
36.80	Center Ave. / CSAH 7 (#28)	193263V	E	2300	E	E	E
37.40	CSAH 7 (#27)	193264C	D	2600	D	D	D
38.60	110th Ave. SE / Twp 112 (#26)	193216M	B	50	B	B	B
39.40	Cnty RD 102 (#25)	193219H	B	30	B	B	B
40.30	Cnty RD 102 (#24)	193220C	C	100	C	C	C
42.70	Haverhill Rd. / Cnty RD 119 (#	193266R	C	440	C	C	C
43.40	60th Ave. SE/ Twp 211 (#22)	193267X	C	86	C	C	C
44.50	50th Ave. SE / CSAH 11 (#21)	193269L	E	1200	E	E	E
45.40	College View Rd. / CSAH 9 (#	193270F	D	3200	D	D	D
47.10	E.Circle Dr. / Cnty RD 22 (#19	911202N	D	7500	D	D	D
47.50	Quarry Hill Nature Ctr. (PED)	100000B	A		B	B	B
48.20	15th Ave. NE (#18)	193272U	D	955	D	D	D
48.40	11th Ave. NE(#17)	193273B	D	10800	D	D	D
48.50	9th Ave. NE (#16)	193274H	D	820	D	D	D
48.70	7th Ave. NE (#15)	193275P	C	870	C	C	C
48.90	Bike Path	100002B	A	1	B	B	B
49.10	2nd Ave. NE (#14)	193276W	D	8850	D	D	D
49.30	Broadway (#13)	193277D	D	25020	D	D	D
49.40	1st Ave. NW (#12)	193278K	E	4726	E	E	E
49.50	4th Ave. NW (#11)	193280L	E	7200	E	E	E
49.70	6th Ave. NW (#10)	193281T	D	3800	D	D	D
50.00	11th Ave. NW (#9)	193282A	E	13198	E	E	E
51.20	7th St. NW (#8)	193232W	D	6900	D	D	D
54.20	Cnty RD 104 (#7)	193235S	D	2250	D	D	D
56.80	CSAH 3 (#6)	193285V	D	940	D	D	D
57.80	10th Ave. NE (#5)	193236Y	E	100	E	E	E
58.70	Byron Ave. N (#4)	193286C	D	3064	D	D	D
58.90	2nd Ave. NW (#3)	193287J	D	4400	D	D	D
59.10	9th Ave. NW (#2)	911209L	D	250	D	D	D
60.30	19th Ave. NW / Twp 202 (#1)	193288R	B	100	B	B	B

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMMENDATION 20 NMT	PCAPS RECOMMENDATION 50 NMT	PCAPS RECOMMENDATION 100 NMT
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DODGE COUNTY, MINNESOTA

61.30	Cnty RD 15	193289X	C	200	C	C	D
62.30	Twp 30	193290S	B	55	B	B	B
63.50	Mantorville Ave. S	193291Y	E	2750	E	E	E
63.60	2nd Ave. SW (Private)	193292F	B	610	B	B	B
63.70	3rd Ave. NW	193293M	C	360	C	C	C
64.30	8th Ave. NW	193294U	C	860	C	C	C
65.20	US HWY 14	196630L	D	7900	D	D	D
65.30	Cnty RD 34 / Twp 134	193296H	B	60	B	B	B
66.30	Cnty RD 9	193357W	B	540	B	B	B
67.40	Twp 139	193358D	B	45	B	B	B
68.40	Airport Dr. S.	193359K	C	135	C	C	C
68.90	4th Ave. SE	193297P	C	380	C	D	D
69.00	2nd Ave. SE	193360E	C	380	C	C	C
69.10	1st Ave. SE	193361L	C	380	C	C	C
69.20	Central Ave.	193298W	C	380	C	C	C
69.30	1st Ave. SW	193362T	C	380	C	C	C
69.40	2nd Ave. SW	193299D	C	380	C	C	C
69.50	3rd Ave. NW / TH 56	193363A	E	3300	E	E	E
70.00	Cnty RD H	193300V	B	500	B	B	B
70.65	180th St.	193301C	B	10	B	B	B
71.40	Twp 145	193364G	B	55	B	B	B
71.90	Twp 153	193303R	B	10	B	B	B
72.70	Cnty RD 5	193365N	C	310	C	C	C
73.20	Twp 180	193366V	B	49	B	B	B
73.70	Twp 154	193367C	B	55	B	B	B
74.80	Twp 157	193368J	B	55	B	B	B
75.80	Cnty RD 3	193369R	C	570	C	C	C
76.40	Elm	193370K	C	380	C	C	C
76.80	Cnty RD 1	193371S	C	550	C	C	D
77.80	Twp 171	193307T	B	55	B	B	B

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMENDATION 20 NMT	PCAPS RECOMENDATION 50 NMT	PCAPS RECOMENDATION 100 NMT

STEELE COUNTY, MINNESOTA

79.80	Cnty RD 16 / SE 84th Ave.	193372Y	B	175	B	B	B
80.90	SE 74th Ave.	193373F	B	55	B	B	B
81.30	SE 28th Ave.	193311H	B	55	B	B	B
81.80	SE 64th St.	193374M	B	80	B	B	B
82.90	US HWY 14	193375U	D	4700	D	D	E
83.90	SE 44th Ave. / Cnty RD 59	193376B	C	365	C	C	C
85.00	SE 34th Ave.	193312P	B	55	B	B	B
85.40	Cnty RD 71	193377H	B	155	B	B	B
86.60	UPRR - Partridge Ave	193380R	B	500	B	B	B
87.40	UPRR 1 - Rice Lake St.	193382E	D	500	D	D	D
87.50	UPRR 2 - E. Vine St.	380294J	C	200	C	C	C
87.60	UPRR 3 - Chestnut St.	187034M	C	200	C	C	C
87.70	UPRR 4 - Rose St.	187033F	E	2000	E	E	E
87.80	UPRR 5 - Pine Ave.	187032Y	E	2000	E	E	E
88.30	UPRR 6 - N. Elm Ave.	193383L	D	1500	D	D	D
88.40	UPRR 7 - N. Cedar Ave.	193384T	D	5000	D	D	D
88.90	State Ave.	193388V	D	5600	D	D	D
89.50	Park Dr.	193390W	D	2000	D	D	D
89.70	24th Ave. / Cnty RD 75	193391D	D	2700	D	D	D
90.30	32nd Ave. / Twp 229	193392K	C	2000	C	C	C
92.50	52nd Ave. SW / Cnty RD 17	193394Y	B	290	B	B	B
96.40	SW 92nd Ave.	193397U	C	555	C	C	D

WASECA COUNTY, MINNESOTA

97.80	178th St. / Twp 128	193398B	B	55	B	B	B
99.30	Goose Lake Xing / Twp 297	193399H	C	10	C	C	C
100.90	145th St. / Cnty RD 5	193400A	B	500	B	B	B
101.80	8th St. SE	193403V	D	2800	D	D	D
102.00	7th St. SE	193404C	B	200	B	B	B

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMMENDATION 20 NMT	PCAPS RECOMMENDATION 50 NMT	PCAPS RECOMMENDATION 100 NMT
102.20	5th St. SE	193405J	B	2700	B	B	B
102.50	State St.	193406R	D	8900	D	D	D
102.60	2nd St. SW	193314D	D	1050	D	D	D
102.70	4th St. SW	193315K	E	2700	E	E	E
103.40	Cnty RD 57	193317Y	D	650	D	D	D
103.80	Brown St. / Cnty RD 2	193318F	D	2600	D	D	D
104.60	Airport / Cnty RD 27	193320G	B	810	B	B	B
106.20	Cnty RD 52 / 95th St.	193322V	B	55	B	B	B
107.30	85th St. / Twp 161	193324J	B	55	B	B	B
108.50	Cnty RD 17	193326X	B	190	B	B	B
109.60	60th St.	193328L	B	10	B	B	B
110.20	Twp 92	193329T	B	20	B	B	B
110.90	Cnty RD 33 & 66	193341A	B	110	B	B	B
111.90	Cnty RD 53	193342G	C	100	C	C	C
112.60	Teal St.	193344V	C	1100	C	C	C
112.80	Main St.	193346J	E	1900	E	E	E
113.00	Craig St.	193348X	B	380	B	B	B
113.10	Skookum St.	193349E	B	380	B	B	B
115.10	Cnty RD 60	193354B	C	275	C	C	C
116.30	Cnty RD 37	193356P	C	460	C	C	D

BLUE EARTH COUNTY, MINNESOTA

116.60	Cnty RD 184	193407X	C	90	C	C	C
117.50	Twp 313	193410F	B	100	B	B	B
118.70	Cnty RD 185	193408E	B	75	B	B	B
119.80	Twp 325	193411M	B	73	B	B	B
120.80	Twp 332	193414H	B	39	B	B	B
121.70	CSAH 17 / Wescor Rd.	193416W	D	1000	D	D	D
122.30	Agency St. / CSAH 27	193418K	E	870	E	E	E
122.50	Third St.	193419S	E	380	E	E	E
123.00	CSAH 56	193420L	D	1000	D	D	D

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMMENDATION 20 NMT	PCAPS RECOMMENDATION 50 NMT	PCAPS RECOMMENDATION 100 NMT
124.00	CSAH 3 / 183	193421T	B	320	B	B	B
124.60	CSAH 3 / 183	193422A	B	200	B	B	B
125.30	MMR - Bike Path - Twp 351	193423G	B	55	B	B	B
126.00	193 Airport Rd. / CSAH 12	193425V	D	3750	D	D	D
128.00	Twp 352	193427J	B	63	B	B	B
128.30	Twp 305	193428R	B	55	B	B	B
129.50	Twp 273 / Lime Valley Rd.	193430S	C	414	C	C	C
UP	Industrial		B	1500	B	B	B
UP	1st Ave.	193441E	E	590	E	E	E
UP	3rd Ave.	193459P	D	8500	D	D	D
UP	Pine St.	193456U	C	170	C	C	C
UP	Rock St.	193463E	E	350	E	E	E
UP	Elm St.	193462X	E	630	E	E	E
UP	Owatonna St.	193472D	E	2250	E	E	E
UP	Hubbell St.	193473K	B	630	B	B	B
UP	Bird Ave.	186968U	E	180	E	E	E
145.90	Private Crossing	100001P	C	100	C	C	C
147.20	Twp 461	193509R	C	100	C	C	C
148.90	Judson Fort Rd. / Twp 231	193480V	B	52	B	B	B
149.80	CSAH 42	193481C	B	970	B	B	B
149.90	Park St. / Twp 245	193482J	B	60	B	B	B
150.20	Prairie St. / Twp 249	193483R	B	55	B	B	B
156.30	CSAH 6	193484X	C	150	C	C	C
156.60	Twp 236	193485E	C	80	C	C	C
158.10	CSAH 45	193487T	D	770	D	D	D

BROWN COUNTY, MINNESOTA

160.60	Twp 97	193571H	B	100	B	B	B
162.70	Shag Rd. / Twp 96	193522E	B	115	B	B	B
163.10	Tower Rd.	192523C	B	50	B	B	B
164.10	S. 20th St.	193488A	D	4500	D	D	D

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PCAPS (Mandatory Industry Standard) Compared to Existing

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164.40	S. 16th St.	196260K	C	630	C	C	C
164.60	S. 12th St.	196261S	E	800	E	E	E
164.90	S. 7th St.	193491H	C	550	C	C	C
165.20	S. 3rd St.	193492P	D	600	D	D	D
165.40	S. 1st St.	193493W	D	1400	D	D	D
165.50	Center St.	193494D	B	1100	D	D	D
165.60	N. 1st St.	193525A	C	630	C	C	D
165.70	N. 3rd St.	193537U	D	1750	D	D	D
166.80	N. 17th St. & Minnesota	193536M	D	970	D	D	D
167.20	N. 20th St.	911203V	D	3500	D	D	D
168.00	Boundary St / N. 23rd St.	193560N	C	630	C	C	C
169.50	Cnty RD 12	193572H	B	75	B	B	B
170.50	Twp 128	193573P	B	55	B	B	B
171.50	Twp 245	193579F	B	55	B	B	B
172.50	Twp 238	193574W	B	40	B	B	B
173.10	Twp 129	193546T	B	80	B	B	B
173.60	Cnty RD 11 / Center St.	193575D	C	790	C	C	C
173.70	Essig West St. / Twp 131	193547A	B	780	B	B	B
175.10	Twp 141	193548G	B	55	B	B	B
176.70	Cnty RD 10	193577S	B	140	B	B	B
177.80	Twp 225	193578Y	B	116	B	B	B
179.70	1st Ave.	193558M	D	3400	D	D	D
179.80	2nd Ave.	193557F	D	3100	D	D	D
179.90	4th Ave. SE / CSAH	193584C	C	1200	C	C	C
180.40	9th Ave. SW	193553D	B	980	B	B	D
180.90	Golf Course / Twp 218	193554K	B	55	B	B	B
182.80	Twp 138	193588E	C	40	C	C	C
183.80	Cnty RD 8	193589L	B	300	D	D	D
186.00	Cnty RD 7	193590F	C	130	C	C	C
186.10	Center St.	193591M	B	380	B	B	B
187.00	Twp 3	193592U	B	48	B	B	B
188.70	Twp 191	193594H	B	55	B	B	B

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMMENDATION 20 NMT	PCAPS RECOMMENDATION 50 NMT	PCAPS RECOMMENDATION 100 NMT
189.40	MN HWY 258	193595P	D	370	D	D	D
190.10	Industrial	193609V	B	100	B	B	B
190.50	Twp 90	193596W	B	55	B	B	B
191.40	Twp 85	193610P	B	55	B	B	B
192.50	Och's Brickyard	193598K	C	380	C	C	C
192.60	Cnty RD 5	911204C	B	1250	B	B	D
192.70	Sanborn St.	193612D	B	200	B	B	B
192.90	Washington Ave.	193613K	B	380	B	B	B
193.00	Lincoln St.	193599S	C	380	B	B	B
193.10	Cass St.	193614S	D	1650	D	D	D
193.30	O'Connel Ave.	193616F	C	770	C	D	D
193.60	Burns Ave.	193600J	B	380	B	B	B
194.10	Cnty RD 4	193859H	D	410	D	D	D
197.60	Cnty RD 2	193710U	B	160	B	B	B

REDWOOD COUNTY, MINNESOTA

200.50	Twp 2	193711B	B	56	B	B	B
200.80	Twp 153	193664V	B	146	B	B	B
201.70	Main St.	197897F	D	1300	D	D	D
201.80	South St.	197896Y	B	380	B	B	B
202.60	Twp 149	193669E	B	73	B	B	B
203.70	Twp 147 & 148	193671F	B	55	B	B	B
208.80	Main St.	197895S	E	380	E	E	E
209.10	Ilex St. / Cnty RD 6	197894K	D	1300	D	D	D
210.90	Twp 190	193712H	B	55	B	B	B
213.00	Twp 184	193713P	B	99	B	B	B
213.70	Main St. / Cnty RD 127	197789J	D	510	D	D	D
214.10	Cnty RD 7	193714W	B	320	B	B	B
215.00	Twp 178	193715D	B	55	B	B	B
216.10	Cnty RD 10	193716K	B	125	B	B	B
217.10	Twp 127	193717S	B	44	B	B	B

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

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218.10	Cnty RD 80	193718Y	B	530	B	B	B
218.80	1st St.	193719F	B	49	B	B	B
219.00	6th St.	197893D	D	900	D	D	D
219.20	Cnty RD 5	197892W	D	1000	D	D	D
221.10	Cnty RD 75	193721G	B	40	B	B	B
222.20	Twp 160	193692Y	B	40	B	B	B
223.20	Twp 158	193694M	B	55	B	B	B

LYON COUNTY, MINNESOTA

224.10	Twp 154 (County Line)	193696B	B	55	B	B	B
225.10	Twp 18	193697H	B	37	B	B	B
226.50	Center St.	193722N	D	1450	D	D	D
226.60	4th St.	193741T	E	2200	E	E	E
227.20	Highline Rd 73	193742A	B	650	B	B	B
228.00	Cnty RD 14	193699W	B	320	D	D	D
228.30	Twp 227	193700N	B	55	B	B	B
229.50	Cnty RD 14	193702C	B	225	B	B	B
231.50	Twp 217	193708T	B	55	B	B	B
232.50	Twp 208	193709A	B	55	B	B	B
233.50	US HWY 59	193810Y	D	1350	D	D	D
233.90	1st St.	193757P	B	55	B	B	B
234.50	Twp 201 (Twp 4?)	193758W	B	55	B	B	B
235.50	Twp 194	193759D	B	55	B	B	B
236.60	Cnty RD 7	193743G	B	155	B	B	B
237.60	Twp 190	193744N	B	73	B	B	B
238.60	Twp 27	193745V	B	5	B	B	B
239.40	2nd St. SW	193797M	D	1050	D	D	D
239.90	Cnty RD 5	193748R	D	710	D	D	D
241.80	Twp 14	193751Y	B	38	B	B	B
242.30	Twp 176	193752F	B	45	B	B	B
243.30	Twp 244	193753M	C	55	C	C	C

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

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244.40	MN HWY 91	193755B	D	495	D	D	D
245.90	Twp 15	193725J	B	55	B	B	B
246.40	Cnty RD 13	193726R	B	50	B	B	B
249.20	Twp 262	193730F	C	16	C	C	C
249.80	Cnty RD 51	193732U	B	15	B	B	B

LINCOLN COUNTY, MINNESOTA

251.80	Twp 82	193734H	B	55	B	B	B
252.90	Cnty RD 115	193736W	B	380	B	B	B
253.40	Willow St.	193798U	B	380	B	B	B
253.50	Tyler St.	193799B	E	3150	E	E	E
253.80	Cnty RD 8	193800T	E	1000	E	E	E
254.90	Twp 90	193737D	B	59	B	B	B
255.90	Twp 96	193740L	B	55	B	B	B
256.90	Cnty RD 111	193761E	B	95	B	B	B
257.90	Twp 100	193762L	B	55	B	B	B
259.00	Twp 104	193764A	B	55	B	B	B
261.60	Center St.	193801A	E	1100	E	E	E
261.90	Benton St.	193802G	B	450	B	B	D
263.30	Twp 100	193768C	B	55	B	B	B
264.80	Twp 7	193769J	B	55	B	B	B
265.90	Cnty RD 9	193770D	D	450	D	D	D
267.30	Twp 125	193771K	B	50	B	B	B
267.50	Cnty RD 9	193773Y	B	150	B	B	B
267.80	Main St.	193772S	B	23	B	B	B
268.30	Cnty RD 2	193776U	B	75	B	B	B
269.40	Twp 132	193780J	B	55	B	B	B
270.40	Twp 133	193782X	B	40	B	B	B
271.40	Cnty RD 1	193783E	B	110	B	B	B
272.50	Twp 138	193784L	B	44	B	B	B

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MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMMENDATION 20 NMT	PCAPS RECOMMENDATION 50 NMT	PCAPS RECOMMENDATION 100 NMT
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BROOKINGS COUNTY, SOUTH DAKOTA

273.60	487th Ave.	193785T	B	100	B	B	B
274.40	Elk St.	193786A	C	1400	C	D	D
274.60	N. Buffalo St.	193787G	C	250	C	C	C
274.70	Cornell Ave. / Cnty RD 33	193788N	C	300	C	C	C
274.80	SD HWY 13	193789V	D	505	D	D	E
275.70	485th Ave.	193791W	B	35	B	B	B
276.80	484th Ave.	193792D	B	39	B	B	B
277.80	483rd Ave.	193794S	B	36	B	B	B
278.10	216th St.	193795Y	B	33	B	B	B
278.80	482nd Ave.	197475M	B	109	B	B	B
279.90	481st Ave.	193805C	B	41	B	B	B
280.90	480th Ave.	197476U	B	100	B	B	B
281.50	215th St.	197477B	B	22	B	B	B
282.00	479th Ave.	193806J	B	43	B	B	B
283.00	478th Ave.	193807R	B	42	B	B	B
284.10	477th Ave.	193808X	B	31	B	B	B
284.90	Hull Ave.	197424C	B	32	B	B	B
285.10	Broadway Ave. / 476 Ave.	197425J	C	322	C	C	C
286.20	475th Ave.	197426R	B	41	B	B	B
288.30	34th Ave.	197429L	B	55	B	B	B
288.70	Industrial / 8th St.	197430F	B	10	B	B	B
289.30	22nd Ave.	197478H	D	12703	D	E	E
289.60	17th Ave.	197479P	D	3025	D	D	D
290.30	Medary Ave.	197480J	D	6440	D	D	E
290.90	Main Ave.	197481R	D	7988	D	E	E
291.10	Western Ave.	197482X	D	2630	D	D	D
292.10	6th St. W	197483E	B	206	B	B	B
292.40	16th Ave. W	197484L	B	68	B	B	B
293.50	468th Ave.	197485T	B	62	B	B	B
294.60	467th Ave.	197487G	B	35	B	B	B

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

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296.50	Caspian	197440L	E	460	E	E	E
297.20	Hansina St.	197441T	D	1787	D	D	D
297.30	Kasan St.	197442A	D	1000	D	D	D
297.40	Samara St.	197443G	D	800	D	D	D
298.40	463rd Ave.	197445V	B	10	B	B	B
298.70	HWY 14	197493K	D	3650	D	D	D
299.60	462nd Ave.	197446C	B	30	B	B	B
301.70	460th Ave.	197477J	B	17	B	B	B
302.80	459th Ave.	197448R	B	155	B	D	D
303.80	458th Ave.	197449X	B	25	B	B	B
304.80	457th Ave.	197450S	B	30	B	B	B
306.80	455th Ave.	197502G	B	20	B	B	B
307.30	209th ST.	197503N	B	15	B	B	B

KINGSBURY COUNTY, SOUTH DAKOTA

308.00	US HWY 81	197451Y	D	1350	D	D	D
308.20	Main St.	197452F	C	630	C	C	D
308.30	N. 3rd St.	197453M	C	300	C	C	C
308.40	N. 4th St.	197454U	C	430	C	C	D
309.40	453rd Ave.	197504V	C	59	C	C	C
310.60	452nd Ave.	197505C	B	74	B	B	B
311.60	451st Ave.	197507R	B	20	B	B	B
312.60	450th Ave.	197508X	B	151	D	D	D
313.90	449th Ave. / Main St.	197509E	B	118	B	B	B
314.70	448th Ave.	197510Y	B	10	B	B	B
316.70	446th Ave.	197514B	B	5	B	B	B
320.70	Park Ave.	197519K	B	408	B	B	D
320.90	Lake Ave.	197520E	B	89	B	D	D
321.00	Main St.	197521L	B	2496	D	D	D
321.10	Preston Ave.	197522T	B	86	B	B	B
321.70	441st Ave.	197523A	D	245	D	E	E

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMMENDATION 20 NMT	PCAPS RECOMMENDATION 50 NMT	PCAPS RECOMMENDATION 100 NMT
323.70	439th Ave.	197679Y	B	5	B	B	B
324.80	438th Ave.	197680T	B	3	B	B	B
325.80	437th Ave.	197681A	B	75	B	B	B
326.80	436th Ave.	197683N	B	15	B	B	B
327.80	435th Ave.	197684V	B	27	B	B	B
329.30	Lyle Ave.	197685C	B	115	B	D	D
329.70	Calumet Ave.	197456H	B	390	D	D	D
329.80	HWY 25	197457P	D	1966	D	D	D
329.90	Sherwood	197458W	B	186	B	B	B
330.00	Harvey Dunn	197459D	B	130	B	B	B
330.40	Prairie Ave.	197686J	B	610	B	B	D
330.80	432nd Ave.	197687R	B	33	B	B	B
332.90	430th Ave.	197690Y	B	2	B	B	B
333.90	429th Ave.	197460X	B	36	B	B	B
334.90	428th Ave.	197461E	B	10	B	B	B
335.90	427th Ave.	197462L	B	35	B	B	B
337.00	426th Ave.	197464A	B	10	B	B	B
338.00	425th Ave.	197465G	B	147	B	B	B
338.40	Manchester	197466N	B	45	B	B	B
338.90	424th Ave.	197467V	B	17	B	B	B
340.00	423rd Ave.	197469J	B	62	B	B	B
341.00	422nd Ave.	197470D	B	62	B	B	B
342.00	421st Ave.	197691F	B	8	B	B	B
343.00	420th Ave.	197692M	B	15	B	B	B
343.90	419th Ave.	197694B	B	19	B	B	B
344.20	US HWY 14	197696P	D	1285	D	D	D
344.60	Ottawa ST.	197697W	B	63	B	B	D
344.70	Quapaw St.	197698D	B	230	B	B	B

BEADLE COUNTY, SOUTH DAKOTA

344.90	418th Ave. / Sioux St.	197471K	D	157	D	D	D
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Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMMENDATION 20 NMT	PCAPS RECOMMENDATION 50 NMT	PCAPS RECOMMENDATION 100 NMT
346.90	416th Ave.	197473Y	B	10	B	B	B
347.90	415th Ave.	197474F	B	42	B	B	B
348.90	414th Ave.	197455B	B	10	B	B	B
349.90	413th Ave.	197887A	B	95	B	B	B
350.80	412th Ave.	197701J	B	35	B	B	B
351.80	411th Ave.	197702R	B	19	B	B	B
352.80	410th Ave.	197703X	B	35	B	B	B
353.80	409th Ave.	197704E	B	188	B	B	B
354.80	408th Ave.	197706T	B	15	B	B	B
355.80	407th Ave.	197707A	B	15	B	B	B
356.80	406th Ave.	197708G	B	37	B	B	B
357.80	405th Ave.	197710H	B	44	B	B	B
358.80	404th Ave.	197711P	B	40	B	B	B
359.80	403rd Ave.	197891P	B	45	B	B	B
360.80	Custer Ave.	197890H	D	45	D	D	D
362.20	Simmons Ave.	189696U	B	545	B	B	D
362.80	Dakota Ave.	189698H	D	11030	D	E	E
363.80	Lincoln Ave.	189701N	D	5290	D	E	E
364.70	US HWY 14	189702V	D	2137	E	E	E
364.80	W. Park Ave.	189703C	B	125	B	B	B
365.90	397th Ave.	189704J	B	40	B	B	B
366.90	396th Ave.	189705R	B	29	B	B	B
368.00	395th Ave.	189706X	B	20	B	B	B
369.00	394th Ave.	189707E	B	298	D	D	D
370.00	393rd Ave.	189708L	B	35	B	B	B
371.00	392nd Ave.	189710M	B	20	B	B	B
373.20	390th Ave.	189712B	B	10	B	B	B
374.80	389th Ave.	189713H	B	3	B	B	B
376.20	Commercial Ave. / HWY 281	189716D	D	270	E	E	E
376.30	387th Ave.	189717K	B	200	B	B	B
377.30	386th Ave.	189718S	B	27	B	B	B
379.30	384th Ave.	189720T	B	24	B	B	B

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMMENDATION 20 NMT	PCAPS RECOMMENDATION 50 NMT	PCAPS RECOMMENDATION 100 NMT
380.40	383rd Ave.	189722G	B	15	B	B	B
381.40	382nd Ave.	189724V	B	20	B	B	B
383.50	378th Ave.	189726J	B	12	B	B	B
385.50	376th Ave.	189728X	B	20	B	B	B
386.50	375th Ave.	189730Y	B	25	B	B	B
387.50	Wessington St.	189731F	C	952	D	D	D

HAND COUNTY, SOUTH DAKOTA

387.70	374th Ave.	189732M	C	464	C	C	D
388.80	373rd Ave.	189734B	B	14	B	B	B
390.00	372nd Ave.	189736P	B	9	B	B	B
391.10	371st Ave.	189738D	B	10	B	B	B
392.20	370th Ave.	189740E	B	2	B	B	B
393.40	369th Ave.	189742T	B	115	B	B	B
395.60	367th Ave.	189744G	B	1	B	B	B
396.70	366th Ave.	189746V	B	25	B	B	B
397.60	365th Ave.	189747C	B	1	B	B	B
398.60	364th Ave.	189748J	B	4	B	B	B
399.60	363rd Ave.	189749R	C	115	C	C	C
400.30	Maple St.	189751S	C	164	C	C	C
400.40	Commercial Ave.	189752Y	E	166	E	E	E
401.60	361st Ave.	189754M	B	25	B	B	B
402.60	3rd St.	189755U	C	400	C	C	D
402.90	Broadway / HWY 45	189756B	D	2505	D	D	E
403.10	3rd Ave. W	189757H	C	204	C	C	C
403.60	359th Ave.	189758P	B	14	B	B	B
404.60	358th Ave.	189759W	B	2	B	B	B
405.60	357th Ave.	189760R	B	2	B	B	B
406.60	356th Ave.	189761X	B	2	B	B	B
407.50	355th Ave.	189762E	B	49	B	B	B
408.60	354th Ave.	189763L	B	3	B	B	B

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMMENDATION 20 NMT	PCAPS RECOMMENDATION 50 NMT	PCAPS RECOMMENDATION 100 NMT
410.60	352nd Ave.	189765A	B	5	B	B	B
412.60	350th Ave.	189767N	B	2	B	B	B
413.30	Dakota Ave.	189768V	D	508	D	D	D
413.60	Lincoln Ave.	189769C	B	5	B	B	B
415.50	347th Ave.	189770W	B	2	B	B	B
416.60	346th Ave.	189771D	B	4	B	B	B

HYDE COUNTY, SOUTH DAKOTA

418.30	344th Ave.	189772K	B	20	B	B	B
421.20	341st Ave. / Cnty RD 959	189775F	B	115	B	B	B
422.30	340th Ave.	189776M	B	1	B	B	B
424.20	338th Ave.	189780C	B	10	B	B	B
425.00	Commercial	189781J	B	272	B	B	D
425.20	Iowa Ave.	189782R	E	1543	E	E	E
426.20	336th Ave.	189784E	B	8	B	B	B
427.20	335th Ave.	189785L	B	5	B	B	B
428.20	334th Ave.	189786T	B	6	B	B	B
429.20	333rd Ave./ Cnty RD 961	189787A	B	36	B	B	B
431.20	330th Ave.	189789N	B	10	B	B	B
432.90	Oak St.	189791P	B	21	B	B	B
433.20	328th Ave. / Cnty RD 649	189792W	B	95	B	B	B
434.20	327th Ave.	189793D	B	3	B	B	B
435.20	326th Ave.	189795S	B	3	B	B	B

HUGHES COUNTY, SOUTH DAKOTA

436.20	325th Ave.	189797F	B	7	B	B	B
438.20	323rd Ave.	189799U	B	20	B	B	B
439.20	322nd Ave.	189800L	B	20	B	B	B
439.90	Wyman Ave.	189801T	D	300	D	D	E
440.20	321st Ave.	189802A	C	151	C	C	C
443.20	318th Ave.	189805V	B	35	B	B	B

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMMENDATION 20 NMT	PCAPS RECOMMENDATION 50 NMT	PCAPS RECOMMENDATION 100 NMT
447.20	314th Ave.	189809X	B	35	B	B	B
449.20	312th Ave.	189810S	B	16	B	B	B
451.30	310th Ave.	189812F	B	9	B	B	B
452.20	309th Ave.	189813M	B	9	B	B	B
453.30	Canning Road	189816H	B	153	B	B	B
461.10	Chelsey Rd.	189822L	B	82	B	B	B
477.90	Farm Island Rd.	189839P	B	80	B	B	B
478.40	UPS Rd.	189840J	B	30	B	B	B
478.90	Recreational / Golf Course	189841R	B	1	B	B	B
479.50	Lowell Rd.	189842X	B	1000	B	D	D
480.50	Harrison	189844L	B	100	D	D	D
480.70	Monroe	189845T	B	1560	D	D	D
481.10	HWY 14 / 34	189846A	D	19755	E	E	E
481.40	Ree St.	189847G	B	1020	B	D	D
481.60	Highland Ave.	189848N	D	6045	D	D	E
481.90	Central St.	189850P	D	6365	D	D	E
482.20	Poplar	189851W	D	1149	D	D	D

STANLEY COUNTY, SOUTH DAKOTA

483.50	HWY 14 / 34	189856F	D	3500	D	D	D
483.70	Stanley Rd.	189857M	B	50	B	B	B
484.10	Salebarn Rd. (Seventh Ave.)	189858U	B	392	D	D	D
484.30	Fifth Ave.	189859B	B	211	B	B	B
484.50	Second Ave.	189860V	B	756	B	B	D
484.60	Main Ave.	189861C	B	3136	D	D	D
484.90	Park	189862J	B	406	B	B	B
485.90	Bad River Rd.	189864X	B	385	B	B	B
489.40	Trail Place Rd.	189870B	B	15	B	B	B
503.00	Wendte Rd.	189889T	B	10	B	B	B

JONES COUNTY, SOUTH DAKOTA

Appendix X-PC

PCAPS (Mandatory Industry Standard) Compared to Existing

MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS RECOMMENDATION 20 NMT	PCAPS RECOMMENDATION 50 NMT	PCAPS RECOMMENDATION 100 NMT
513.20	Van Metre Rd.	189902E	B	62	B	B	B
520.20	Van Metre Rd. W	189908V	B	16	B	B	B
522.90	Cnty RD N3	189914Y	B	25	B	B	B

HAAKON COUNTY, SOUTH DAKOTA

533.00	Northwestern Ave.	189929N	B	55	B	B	B
533.20	Wakapla St.	189930H	B	56	B	B	B
533.40	Bridge St.	189931P	B	228	B	B	B
533.60	HWY 63	189932W	D	280	D	D	D
540.90	Nowlin	189949A	B	15	B	B	B
541.10	Nowlin	189950U	B	75	B	B	B
551.00	Powell	189971M	B	28	B	B	B
559.50	S. Auto Ave.	189989X	B	75	B	B	B
559.70	HWY 73	190010C	D	615	D	D	D
561.70	Cnty RD 13	190501B	B	50	B	B	B

JACKSON COUNTY, SOUTH DAKOTA

571.30	Cnty RD 22	190025S	B	12	B	B	B
571.80	HWY 14	190026Y	D	1020	E	E	E
573.20	E. Cottonwood	190027F	B	59	B	B	B
573.50	Cottonwood St. (Main St.)	190028M	B	26	B	B	B
575.20	Grindstone Rd.	190032C	B	41	B	B	B
577.30	Cnty RD 23A	190034R	B	2	B	B	B

PENNINGTON COUNTY, SOUTH DAKOTA -EXISTING ALIGNMENT

581.30	Big Foot Rd. / Cnty RD 511	190039A	B	6	B	B	B
584.70	Quinn Rd.	190044W	B	87	B	B	B
590.20	Creighton Rd.	190049F	B	695	B	B	B

APPENDIX

X-WY

Appendix X-WY

DM&E PRB Transportation Project

Proposed Wyoming Public Grade Crossing List

Crossing Number	Corresponding Sadi Sheet	MP	CURRENT		FORMULA MANDATORY	DM&E VOLUNTARY SUPPLEMENT
			CROSSING IDENTIFICATION	EXISTING ADT		

NIOBRARA COUNTY, WYOMING - NEW ALIGNMENT

1 WYNC	10	737.70	Old Hwy. 85	25E
2 WYNC	16	740.70	Township Road Pipe Road	25E
3 WYNC	16	741.20	US Hwy 85	800

B	B	B
B	B	B
D	D	D

B	B	B
B	B	B
GS	GS	GS

WESTON COUNTY, WYOMING - NEW ALIGNMENT

4 WYNC	32	749.90	CO Hwy. Morrisey Road	25E
5 WYNC	36	751.80	CO Hwy. Cheyenne River Road	50E
6 WYNC	53	761.30	CO Hwy. Cheyenne River Road	50E
7 WYNC	54	761.80	CO Hwy. Grieves Road	25E
8 WYNC	E001	770.30	CO Hwy. Bruce Road	25E
9 WYNC	E102	782.10	CO Hwy. Lynch Road	25E
10 WYNC	E105	783.60	CO Hwy. Piney Creek Road	25E

B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B

B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B

CAMPBELL COUNTY, WYOMING - NEW ALIGNMENT

11 WYNC	N003	794.40	WY 450	430
12 WYNC	N021	804.60	Keeline Road	10E
13 WYNC	K002	822.30	T-7 Road	25E
14 WYNC	H028	828.70	Bishop Road	700
15 WYNC	B003	53.00	Bishop Road	700
16 WYNC	S015	8.3 S.Leg	Piney Creek	10E
17 WYNC	S022	12.1 S.Leg	Phillips Road	10E

D	D	D
B	B	B
B	B	B
D	D	D
B	R	R
B	B	B
B	B	B

GS	GS	GS
GS	GS	GS
GS	GS	GS
GS/R	GS/R	GS/R
R	R	R
B	B	B
B	B	B

APPENDIX

X-SD

Construction

Appendix X-SD (New Construction)

Proposed South Dakota Public Grade Crossings - New Construction

ROUTE C ALTERNATIVE (Alternative includes Phinney Flat & WG Divide)

Crossing Number	DM&E SADI MAP REFERENCE	PROPOSED MP	CURRENT		FORMULA MANDATORY	DM&E VOLUNTARY SUPPLEMENT
			Station	CROSSING IDENTIFICATION		

PENNINGTON COUNTY, SOUTH DAKOTA - NEW ALIGNMENT

1 SDNC	Wall Hill - Sheet 3	591.30	5045+70	Township Road
2 SDNC	Wall Hill - Sheet 5	592.40	5108+80	I-90
3 SDNC	Wall Hill - Sheet 20	600.90	5553+80	CO Hwy. 504 Jensen Road
4 SDNC	Wall Hill - Sheet 31	607.00	5875+50	CO Hwy. Baseline Road
5 SDNC	Sect. 5 - Sheet 2	608.50	32+30	CO Hwy. Baseline Road
6 SDNC	Sect. 5 - Sheet 25	621.70	728+70	SD 44
7 SDNC	Sect. 5 - Sheet 26	622.30	760+20	CO Hwy. Creston Road
8 SDNC	Sect. 5 - Sheet 28	623.50	824+00	CO Hwy. Creston Road
9 SDNC	Sect. 5 - Sheet 28	623.70	838+00	CO Hwy. Creston Road
10 SDNC	Sect. 5 - Sheet 31	625.20	56+40	Creston Folsom Rd/C486

CUSTER COUNTY, SOUTH DAKOTA

11 SDNC	Sect. 5 - Sheet 38	629.10	258+80	Creston Folsom Rd/C220
12 SDNC	Sect. 5 - Sheet 40	630.10	313+70	Creston Folsom Rd/C220
13 SDNC	Sect. 5 - Sheet 41	630.60	341+43	Creston Folsom Rd/C220
14 SDNC	Sect. 5 - Sheet 43	631.67	395+60	Creston Folsom Rd/C220
15 SDNC	Sect. 5 - Sheet 45	633.07	469+50	County Road
16 SDNC	Sect. 5 - Sheet 64	642.30	1812+50	SD Hwy 40
17 SDNC	Sect. 5 - Sheet 80	651.57	2262+20	CO Hwy French Creek
18 SDNC	Sect. 5 - Sheet 85	654.36	2412+80	CO Hwy
19 SDNC	Sect. 5 - Sheet 99	662.50	2842+20	CO Hwy
20 SDNC	Sect. 5 - Sheet 100	662.80	2858+75	CO Hwy 656
21 SDNC	Sect. 5 - Sheet 103	664.70	2955+80	County Road

FALL RIVER COUNTY, SOUTH DAKOTA

22 SDNC	Sect. 5 - Sheet 108	667.4	119+19	County Road 2G
23 SDNC	Sect. 5 - Sheet 112	669.6	240+54	County Road 2B
24 SDNC	Sect. 5 - Sheet 112	669.8	249+54	County Road 2B

BASELINE FORMULA CALCULATION FOR 20 MNT	BASELINE FORMULA CALCULATION FOR 50 MNT	BASELINE FORMULA CALCULATION FOR 100 MNT
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B	B	B
NA	NA	NA
B	B	B
B	B	B
B	B	B
D	D	D
B	B	B
B	B	B
B	B	B
B	B	B

MINIMUM PROPOSED 20 MNT	MINIMUM PROPOSED 50 MNT	MINIMUM PROPOSED 100 MNT	COMMENTS
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X	X	X	Yard
GS	GS	GS	
GS	GS	GS	or C
C	C	C	
C	C	C	
E	E	E	
C	C	C	
R	R	R	
R	R	R	
C	C	C	

B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
D	D	D
B	B	B
B	B	B
B	B	B
B	B	B

C	C	C	
C	C	C	
C	C	C	
C	C	C	
C	C	C	
GS	GS	GS	or D
C	C	C	
C	C	C	
C	C	C	
R	R	R	or C
C	C	C	

B	B	B
B	B	B
B	B	B

C	C	C	
C	C	C	
R	R	R	or C

Appendix X-SD (New Construction)

Proposed South Dakota Public Grade Crossings - New Construction

ROUTE C ALTERNATIVE (Alternative includes Phinney Flat & WG Divide)

Crossing Number	DM&E SADI MAP REFERENCE	PROPOSED MP	CURRENT		FORMULA MANDATORY	DM&E VOLUNTARY SUPPLEMENT		
			Station	CROSSING IDENTIFICATION		MINIMUM PROPOSED 20 MNT	MINIMUM PROPOSED 50 MNT	MINIMUM PROPOSED 100 MNT
25 SDNC	Sect. 5 - Sheet 115	671.2	321+42	County Road2B	B	B	B	
26 SDNC	Sect. 5 - Sheet 117	672.2	377+26	County Road 2A	B	B	B	
27 SDNC	Sect. 5 - Sheet 118	672.9	415+70	Irrigation Maintenance Road	B	B	B	
28 SDNC	Sect. 5 - Sheet 119	673.1	420+07	Irrigation Maintenance Road	B	B	B	
29 SDNC	Sect. 5 - Sheet 119	673.3	431+45	County Road 2D	B	B	B	
30 SDNC	Sect. 5 - Sheet 123	675.3	539+43	County Road 2E	B	B	B	
31 SDNC	Sect. 5 - Sheet 124	676.3	593+18	County Road	B	B	B	
32 SDNC	Sect. 5 - Sheet 128	678.5	704+80	County Road 2F	B	B	B	
33 SDNC	Sect. 5 - Sheet 132	680.7	3985+80	CO Hwy 2	B	B	B	
34 SDNC	Sect. 6 - Sheet 2	680.90	4000+40	CO Hwy. 1	B	B	B	
35 SDNC	Sect. 6 - Sheet 10	685.30	4235+50	CO Hwy. 19	B	B	B	
36 SDNC	Sect. 6 - Sheet 13	687.40	4339+00	US Hwy. 18	E	E	E	
37 SDNC	Sect. 6 - Sheet 17	689.45	4454+50	CO Hwy. 79	B	B	B	
38 SDNC	Sect. 6 - Sheet 27	694.90	4733+75	CO Hwy. 6	B	B	B	
39 SDNC	Sect. 6 - Sheet 34	699.00	4952+20	CO Hwy. 6	B	B	B	
40 SDNC	Sect. 6 - Sheet 37	700.70	5041+10	CO Hwy. 6	B	B	B	
41 SDNC	Sect. 6 - Sheet 38	701.10	5065+70	CO Hwy. 6C	B	B	B	
42 SDNC	Sect. 6 - Sheet 44	704.50	5243+50	SD Hwy. 71	B	B	B	
43 SDNC	Sect. 6 - Sheet 54	710.50	5557+40	CO Hwy. 3292	B	B	B	
44 SDNC	Sect. 6 - Sheet 61	714.40	5767+00	CO Hwy. 6E	B	B	B	
45 SDNC	Sect. 6 - Sheet 65	716.50	5877+30	Old US Hwy. 18	B	B	D	
46 SDNC	Sect. 6 - Sheet 66	717.00	5905+00	US Hwy. 18	E	E	E	
47 SDNC	Sect. 6 - Sheet 69	718.50	5983+20	CO Hwy. 6463	B	B	B	
48 SDNC	Sect. 6 - Sheet 81	725.70	6362+70	CO Hwy. 6463	B	B	B	
49 SDNC	Sect. 6 - Sheet 89	729.30	6551+10	CO Hwy. 6463	B	B	B	
50 SDNC	Sect. 6 - Sheet 91	730.20	6602+00	CO Hwy. 6463	B	B	B	
51 SDNC	Sect. 6 - Sheet 94	732.27	6709+00	County Road	B	B	B	

APPENDIX

X-SD

Rebuild

Appendix X-SD (Rebuild)

DM&E Formula Baseline Compared to PCAPS Compared to Existing

CURRENT						PCAPS MANDATORY					DM&E VOLUNTARY SUPPLEMENT		
Crossing Number	MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS MANDATORY MITIGATION @ 20 NMT	TRIP THRESHOLD	PCAPS MANDATORY MITIGATION @ 50 NMT	TRIP THRESHOLD	PCAPS MANDATORY MITIGATION @ 100 NMT	DM&E VOLUNTARY MITIGATION @ 20 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 50 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 100 NMT (Supplemental)
BROOKINGS COUNTY, SOUTH DAKOTA													
294	273.60	487th Ave.	193785T	B	100	B	N	B	N	B	B	B	B
295	274.40	Elk St.	193786A	C	1400	C	N	D	Y	D	D	D	D
296	274.60	N. Buffalo	193787G	C	250	C	N	C	N	C	C	D	D
297	274.70	Cornell Av	193788N	C	300	C	N	C	N	C	C	D	D
298	274.80	SD HWY 1	193789V	D	505	D	N	D	N	E	D	D	D
299	275.70	485th Ave.	193791W	B	35	B	N	B	N	B	B	B	B
300	276.80	484th Ave.	193792D	B	39	B	N	B	N	B	B	B	B
301	277.80	483rd Ave	193794S	B	36	B	N	B	N	B	B	B	B
302	278.10	216th St.	193795Y	B	33	B	N	B	N	B	B	B	B
303	278.80	482nd Ave	197475M	B	109	B	N	B	N	B	B	B	B
304	279.90	481st Ave.	193805C	B	41	B	N	B	N	B	B	B	B
305	280.90	480th Ave.	197476U	B	100	B	N	B	N	B	B	B	B
306	281.50	215th St.	197477B	B	22	B	N	B	N	B	B	B	B
307	282.00	479th Ave.	193806J	B	43	B	N	B	N	B	B	B	B
308	283.00	478th Ave.	193807R	B	42	B	N	B	N	B	B	B	B
309	284.10	477th Ave.	193808X	B	31	B	N	B	N	B	B	B	B
310	284.90	Hull Ave.	197424C	B	32	B	N	B	N	B	B	B	B
311	285.10	Broadway	197425J	C	322	C	N	C	N	C	C	D	D
312	286.20	475th Ave.	197426R	B	41	B	N	B	N	B	B	B	B
313	288.30	34th Ave.	197429L	B	55	B	N	B	N	B	B	B	B
314	288.70	Industrial /	197430F	B	10	B	N	B	N	B	B	B	B
315	289.30	22nd Ave.	197478H	D	12703	D	N	E	Y	E	E	E	E
316	289.60	17th Ave.	197479P	D	3025	D	N	D	N	D	E	E	E
317	290.30	Medary Av	197480J	D	6440	D	N	D	N	E	E	E	E
318	290.90	Main Ave.	197481R	D	7988	D	N	E	Y	E	E	E	E
319	291.10	Western A	197482X	D	2630	D	N	D	N	D	E	E	E
320	292.10	6th St. W	197483E	B	206	B	N	B	N	B	B	B	D
321	292.40	16th Ave.	197434L	B	68	B	N	B	N	B	B	B	B
322	293.50	468th Ave.	197485T	B	62	B	N	B	N	B	B	B	B
323	294.60	467th Ave.	197487G	B	35	B	N	B	N	B	B	B	B
324	295.50	Caspian	19744CL	E	460	E	N	E	N	E	E	E	E
325	297.20	Hansina S	197441T	D	1787	D	N	D	N	D	D	D	D
326	297.30	Kasan St.	197442A	D	1000	D	N	D	N	D	D	D	D
327	297.40	Samara St	197443G	D	800	D	N	D	N	D	D	D	D
328	298.40	463rd Ave	197445V	B	10	B	N	B	N	B	B	B	B
329	298.70	HWY 14	197493K	D	3650	D	N	D	N	D	E	E	E
330	299.60	462nd Ave	197446C	B	30	B	N	B	N	B	B	B	B
331	301.70	460th Ave.	197477J	B	17	B	N	B	N	B	B	B	B
332	302.80	459th Ave.	197448R	B	155	B	N	D	Y	D	B	B	D
333	303.80	458th Ave.	197449X	B	25	B	N	B	N	B	B	B	B
334	304.80	457th Ave.	197450S	B	30	B	N	B	N	B	B	B	B
335	306.20	455th Ave.	197502G	B	20	B	N	B	N	B	B	B	B
336	307.30	209th ST.	197503N	B	15	B	N	B	N	B	B	B	B

KINGSBURY COUNTY, SOUTH DAKOTA

337	308.00	US HWY 8	197451Y	D	1350
338	308.20	Main St.	197452F	C	630
339	308.30	N. 3rd St.	197453M	C	300
340	308.40	N. 4th St.	197454U	C	420
341	309.40	453rd Ave	197504V	C	59
342	310.60	452nd Ave	197505C	B	74
343	311.60	451st Ave.	197507R	B	20
344	312.60	450th Ave.	197508X	B	151

D	N	D	N	D
C	N	C	N	D
C	N	C	N	C
C	N	C	N	D
C	N	C	N	C
B	N	B	N	B
B	N	B	N	B
D	Y	D	Y	D

D	D	D
D	D	D
C	D	D
C	D	D
C	C	C
B	B	B
B	B	B
B	B	B

Appendix X-SD (Rebuild)

DM&E Formula Baseline Compared to PCAPS Compared to Existing

CURRENT						PCAPS MANDATORY						DM&E VOLUNTARY SUPPLEMENT					
Crossing Number	MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS MANDATORY MITIGATION @ 20 NMT	TRIP THRESHOLD	PCAPS MANDATORY MITIGATION @ 50 NMT	TRIP THRESHOLD	PCAPS MANDATORY MITIGATION @ 100 NMT	DM&E VOLUNTARY MITIGATION @ 20 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 50 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 100 NMT (Supplemental)				
345	313.90	449th Ave.	197509E	B	118	B	N	B	N	B	B	B	B	B	B	B	B
346	314.70	448th Ave.	197510Y	B	10	B	N	B	N	B	B	B	B	B	B	B	B
347	316.70	446th Ave.	197514B	B	5	B	N	B	N	B	B	B	B	B	B	B	B
348	320.70	Park Ave.	197519K	B	408	B	N	B	N	D	Y	D	D	D	D	D	D
349	320.90	Lake Ave.	197520E	B	89	B	N	D	Y	D	Y	D	D	D	D	D	D
350	321.00	Main St.	197521L	B	2496	D	Y	D	Y	D	Y	D	D	D	D	D	D
351	321.10	Preston A	197522T	B	86	B	N	B	N	B	N	B	B	B	B	B	B
352	321.70	441st Ave.	197523A	D	245	D	N	E	Y	M	B	B	B	B	B	B	B
353	323.70	439th Ave.	197679Y	B	5	B	N	B	N	B	N	B	B	B	B	B	B
354	324.80	438th Ave.	197680T	B	3	B	N	B	N	B	N	B	B	B	B	B	B
355	325.80	437th Ave.	197681A	B	75	B	N	B	N	B	N	B	B	B	B	B	B
356	326.80	436th Ave.	197683N	B	15	B	N	B	N	B	N	B	B	B	B	B	B
357	327.80	435th Ave.	197684V	B	27	B	N	B	N	B	N	B	B	B	B	B	B
358	329.30	Lyle Ave.	197685C	B	115	B	N	D	Y	D	Y	D	B	B	B	B	B
359	329.70	Calumet A	197456H	B	390	D	Y	D	Y	D	Y	D	B	B	B	B	B
360	329.80	Hwy 25	197457P	D	1966	D	N	D	N	D	N	D	B	B	B	B	B
361	329.90	Sherwood	197458W	B	186	B	N	B	N	B	N	B	B	B	B	B	B
362	330.00	Harvey Du	197459D	B	130	B	N	B	N	B	N	B	B	B	B	B	B
363	330.40	Prairie Ave	197686J	B	610	B	N	B	N	D	N	D	B	B	B	B	B
364	330.80	432nd Ave	197687R	B	33	B	N	B	N	B	N	B	B	B	B	B	B
365	332.90	430th Ave.	197650Y	B	2	B	N	B	N	B	N	B	B	B	B	B	B
366	333.90	429th Ave.	197460X	B	36	B	N	B	N	B	N	B	B	B	B	B	B
367	334.90	428th Ave.	197461E	B	10	B	N	B	N	B	N	B	B	B	B	B	B
368	335.90	427th Ave.	197462L	B	35	B	N	B	N	B	N	B	B	B	B	B	B
369	337.00	426th Ave.	197464A	B	10	B	N	B	N	B	N	B	B	B	B	B	B
370	338.00	425th Ave.	197465G	B	147	B	N	B	N	B	N	B	B	B	B	B	B
371	338.40	Manchest	197466N	B	45	B	N	B	N	B	N	B	B	B	B	B	B
372	338.90	424th Ave.	197467V	B	17	B	N	B	N	B	N	B	B	B	B	B	B
373	340.00	423rd Ave	197469J	B	62	B	N	B	N	B	N	B	B	B	B	B	B
374	341.00	422nd Ave	197470D	B	62	B	N	B	N	B	N	B	B	B	B	B	B
375	342.00	421st Ave.	197691F	B	8	B	N	B	N	B	N	B	B	B	B	B	B
376	343.00	420th Ave.	197692M	B	15	B	N	B	N	B	N	B	B	B	B	B	B
377	343.90	419th Ave.	197694B	B	19	B	N	B	N	B	N	B	B	B	B	B	B
378	344.20	US HWY 1	197696P	D	1285	D	N	D	N	D	N	D	B	B	B	B	B
379	344.60	Ottawa ST	197697W	B	63	B	N	B	N	D	N	D	B	B	B	B	B
380	344.70	Quapaw S	197698D	B	230	B	N	B	N	B	N	B	B	B	B	B	D

BEADLE COUNTY, SOUTH DAKOTA

381	344.90	418th Ave.	197471K	D	157
382	346.90	416th Ave.	197473Y	B	10
383	347.90	415th Ave.	197474F	B	42
384	348.90	414th Ave.	197455B	B	10
385	349.90	413th Ave.	197887A	B	95
386	350.80	412th Ave.	197701J	B	35
387	351.80	411th Ave.	197702R	B	19
388	352.80	410th Ave.	197703X	B	35
389	353.80	409th Ave.	1977C4E	B	188
390	354.80	408th Ave.	1977C6T	B	15
391	355.80	407th Ave.	197707A	B	15
392	356.80	406th Ave.	197708G	B	37
393	357.80	405th Ave.	19771CH	B	44
394	358.80	404th Ave.	197711P	B	40
395	359.80	403rd Ave	197891P	B	45
396	360.80	Custer Av	19789CH	D	45

D	N	D	N	D
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
D	N	D	N	D

D	D	D
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
D	D	D

Appendix X-SD (Rebuild)

DM&E Formula Baseline Compared to PCAPS Compared to Existing

CURRENT						PCAPS MANDATORY					DM&E VOLUNTARY SUPPLEMENT				
Crossing Number	MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS MANDATORY MITIGATION @ 20 NMT	TRIP THRESHOLD	PCAPS MANDATORY MITIGATION @ 50 NMT	TRIP THRESHOLD	PCAPS MANDATORY MITIGATION @ 100 NMT	DM&E VOLUNTARY MITIGATION @ 20 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 50 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 100 NMT (Supplemental)		
397	362.20	Simmons	189696U	B	545	B	N	B	N	D	D	M	M	M	
398	362.80	Dakota Av	189698H	D	11030	D	N	M	Y	M	D	M	M	M	
399	363.80	Lincoln Av	189701N	D	5290	D	N	M	Y	M	E	M	M	M	
400	364.70	US HWY 1	189702V	D	2137	E	Y	M	Y	M	B	B	B	B	
401	364.80	W. Park A	189703C	B	125	B	N	B	N	B	B	B	B	B	
402	365.90	397th Ave.	189704J	B	40	B	N	B	N	B	B	B	B	B	
403	366.90	396th Ave.	189705R	B	29	B	N	B	N	B	B	B	B	B	
404	368.00	395th Ave.	189706X	B	20	B	N	B	N	B	B	B	B	B	
405	369.00	394th Ave.	189707E	B	298	D	Y	D	Y	D	D	D	D	D	
406	370.00	393rd Ave	189708L	B	35	B	N	B	N	B	B	B	B	B	
407	371.00	392nd Ave	189710M	B	20	B	N	B	N	B	B	B	B	B	
408	373.20	390th Ave.	189712B	B	10	B	N	B	N	B	B	B	B	B	
409	374.80	389th Ave.	189713H	B	3	B	N	B	N	B	B	B	B	B	
410	376.20	Commercial	189716D	D	270	E	Y	M	Y	E	D	D	D	D	
411	376.30	387th Ave.	189717K	B	200	B	N	B	N	B	B	B	B	B	
412	377.30	386th Ave.	189718S	B	27	B	N	B	N	B	B	B	B	B	
413	379.30	384th Ave.	189720T	B	24	B	N	B	N	B	B	B	B	B	
414	380.40	383rd Ave	189722G	B	15	B	N	B	N	B	B	B	B	B	
415	381.40	382nd Ave	189724V	B	20	B	N	B	N	B	B	B	B	B	
416	383.50	378th Ave.	189726J	B	12	B	N	B	N	B	B	B	B	B	
417	385.50	376th Ave.	189728X	B	20	B	N	B	N	B	B	B	B	B	
418	386.50	375th Ave.	189730Y	B	25	B	N	B	N	B	B	B	B	B	
419	387.50	Wessington	189731F	C	952	D	Y	D	Y	D	D	D	D	D	

HAND COUNTY, SOUTH DAKOTA

420	387.70	374th Ave.	189732M	C	464
421	388.80	373rd Ave	189734B	B	14
422	390.00	372nd Ave	189736P	B	9
423	391.10	371st Ave.	189738D	B	10
424	392.20	370th Ave.	189740E	B	2
425	393.40	369th Ave.	189742T	B	115
426	395.60	367th Ave.	189744G	B	1
427	396.70	366th Ave.	189746V	B	25
428	397.60	365th Ave.	189747C	B	1
429	398.60	364th Ave.	189748J	B	4
430	399.60	363rd Ave	189749R	C	115
431	400.30	Maple St.	189751S	C	164
432	400.40	Commercial	189752Y	E	166
433	401.60	361st Ave.	189754M	B	25
434	402.60	3rd St.	189755U	C	400
435	402.90	Broadway	189756B	D	2505
436	403.10	3rd Ave.	189757H	C	204
437	403.60	359th Ave.	189758P	B	14
438	404.60	358th Ave.	189759W	B	2
439	405.60	357th Ave.	189760R	B	2
440	406.60	356th Ave.	189761X	B	2
441	407.50	355th Ave.	189762E	B	49
442	408.60	354th Ave.	189763L	B	3
443	410.60	352nd Ave	189765A	B	5
444	412.60	350th Ave.	189767N	B	2
445	413.30	Dakota Av	189768V	D	508
446	413.60	Lincoln Av	189769C	B	5
447	415.50	347th Ave.	189770W	B	2
448	416.60	346th Ave.	189771D	B	4

C	N	C	N	D
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
S	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
C	N	C	N	C
C	N	C	N	C
E	N	E	N	E
B	N	B	N	B
C	N	C	N	D
D	N	D	N	E
C	N	C	N	C
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
D	N	D	N	D
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B

D	D	D
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
C	C	C
C	C	D
E	E	E
B	B	B
C	D	D
E	E	E
C	C	O
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
D	D	D
B	B	B
B	B	B
B	B	B

Appendix X-SD (Rebuild)

DM&E Formula Baseline Compared to PCAPS Compared to Existing

CURRENT						PCAPS MANDATORY			DM&E VOLUNTARY SUPPLEMENT		
Crossing Number	MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT	PCAPS MANDATORY MITIGATION @ 20 NMT	TRIP THRESHOLD	PCAPS MANDATORY MITIGATION @ 50 NMT	TRIP THRESHOLD	PCAPS MANDATORY MITIGATION @ 100 NMT	DM&E VOLUNTARY MITIGATION @ 20 NMT (Supplemental)
											DM&E VOLUNTARY MITIGATION @ 50 NMT (Supplemental)

HYDE COUNTY, SOUTH DAKOTA

449	418.30	344th Ave.	189772K	B	20
450	421.20	341st Ave.	189775F	B	115
451	422.30	340th Ave.	189776M	B	1
452	424.20	338th Ave.	189780C	B	10
453	425.00	Commercial	189781J	B	272
454	425.20	Iowa Ave.	189782R	E	1543
455	426.20	336th Ave.	189784E	B	8
456	427.20	335th Ave.	189785L	B	5
457	428.20	334th Ave.	189786T	B	6
458	429.20	333rd Ave	189787A	B	36
459	431.20	330th Ave.	189789N	B	10
460	432.90	Oak St.	189791P	B	21
461	433.20	328th Ave.	189792W	B	95
462	434.20	327th Ave.	189793D	B	3
463	435.20	326th Ave.	189795S	B	3

HUGHES COUNTY, SOUTH DAKOTA

464	436.20	325th Ave.	189797F	B	7	
465	438.20	323rd Ave	189799U	B	20	
466	439.20	322nd Ave	189800L	B	20	
467	439.90	Wyman Av	189801T	D	300	
468	440.20	321st Ave.	189802A	C	151	
469	443.20	318th Ave.	189805V	B	35	
470	447.20	314th Ave.	189809X	B	35	
471	449.20	312th Ave.	189810S	B	16	
472	451.30	310th Ave.	189812F	B	9	
473	452.20	309th Ave.	189813M	B	9	
474	453.30	Canning R	189816H	B	153	
475	461.10	Chelsey R	189822L	B	82	
476	477.90	Farm Islan	189839P	B	80	
477	478.40	JPS Rd.	189840J	B	30	
478	478.90	Sand Wed	189841R	B	1	
479	479.50	Lowell Rd.	189842X	B	1000	
480	480.50	Harrison	189844L	B	100	
481	480.70	Monroe	189845T	B	1560	
482	481.10	HWY 14 /	189846A	D	19755	
483	481.40	Ree St.	189847G	B	1020	
484	481.60	Highland	189848N	D	6045	
485	481.90	Central ST	189850P	D	6365	
486	482.20	Poplar	189851W	D	1149	

B	B	B
B	B	B
B	B	B
D	D	D
C	C	D
B	B	B
B	B	B
B	B	B
B	B	B
B	B	B
B	B	D
B	B	B
B	B	B
B	B	B
B	B	B
D	D	D
B	B	B
D	D	D
E	E	E
D	D	D
E	E	E
E	E	E
D	D	D

STANLEY COUNTY, SOUTH DAKOTA

487	483.50	[HWY 14 /]	189856F	D	3500
488	483.70	[Stanley R]	189857M	B	50
489	484.10	[Salebam]	189858U	B	392
490	484.30	[Fifth Ave.]	189859B	B	211
491	484.50	[Second A]	189860V	B	756
492	484.60	[Main Ave.]	189861C	B	3136
493	484.90	[Park]	189862J	B	406
494	485.90	[Bad River]	189864X	B	385
495	489.40	[Trail Place]	189870B	B	15

D	N	D	N	D
B	N	B	N	B
D	Y	D	Y	D
B	N	B	N	B
B	N	B	N	D
D	Y	D	Y	D
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B

E	E	E
B	B	B
B	D	D
B	B	D
D	D	D
E	E	E
B	D	D
B	D	D
B	B	B

Appendix X-SD (Rebuild)

DM&E Formula Baseline Compared to PCAPS Compared to Existing

CURRENT					
Crossing Number	MP	CROSSING IDENTIFICATION	DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT
496	503.00	Wendte R	189889T	B	10

PCAPS MANDATORY					
PCAPS MANDATORY MITIGATION @ 20 NMT	TRIP THRESHOLD	PCAPS MANDATORY MITIGATION @ 50 NMT	TRIP THRESHOLD	PCAPS MANDATORY MITIGATION @ 100 NMT	
B	N	B	N	B	

DM&E VOLUNTARY SUPPLEMENT		
DM&E VOLUNTARY MITIGATION @ 20 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 50 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 100 NMT (Supplemental)
B	B	B

JONES COUNTY, SOUTH DAKOTA

497	513.20	Van Metre	189902E	B	62
498	520.20	Van Metre	189908V	B	16
499	522.90	Cnty RD N	189914Y	B	25

B	N	B	N	B
B	N	B	N	B
B	N	B	N	B

B	B	B
B	B	B
B	B	B

HAAKON COUNTY, SOUTH DAKOTA

500	533.00	Northwest	189929N	B	55
501	533.20	Wakapla S	189930H	B	56
502	533.40	Bridge St.	189931P	B	228
503	533.60	HWY 63	189932W	D	280
504	540.90	Nowlin	189949A	B	15
505	541.10	Nowlin	189950U	B	75
506	551.00	Powell	189971M	B	28
507	559.50	S. Auto Av	189989X	B	75
508	559.70	HWY 73	190010C	D	615
509	561.70	Cnty RD 1	190501B	B	50

B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
D	N	D	N	D
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
D	N	D	N	D
B	N	B	N	B

B	B	B
B	B	B
B	B	D
D	D	D
B	B	B
B	B	B
B	B	B
B	B	B
D	D	D
B	B	B

JACKSON COUNTY, SOUTH DAKOTA

510	571.30	Cnty RD 2	190025S	B	12
511	571.80	HWY 14	190025Y	D	1020
512	573.20	E. Cottonw	190027F	B	59
513	573.50	Cottonwo	190028M	B	26
514	575.20	Grindston	190032C	B	41
515	577.30	Cnty RD 2	190034R	B	2

B	N	B	N	B
E	Y	E	Y	E
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B
B	N	B	N	B

B	B	B
D	D	D
B	B	B
B	B	B
B	B	B

PENNINGTON COUNTY, SOUTH DAKOTA -EXISTING ALIGNMENT

516	581.30	Big Foot R	190039A	B	6
517	584.70	Quinn Rd.	190044W	B	87
518	590.20	Creighton	190045F	B	695

B	N	B	N	B
B	N	B	N	B
B	N	B	N	B

B	B	B
B	B	B
D	D	D

APPENDIX

X-MN

Appendix X-MN

DM&E Formula Baseline Compared to PCAPS Compared to Existing

WINONA COUNTY, MINNESOTA

1	4.40	Winona Aggregate	391127R	C	100
2	5.20	Martina & 11th St.	193171H	C	460
3	6.20	Canton Mills	193197K	C	100
4	8.60	Cnty RD 23	193200R	D	2500
5	9.30	Cnty RD 6	193176S	B	55
6	11.10	Main St./ Cnty RD 23	193201X	D	1750
7	16.70	Cemetery Crossing		B	100
8	16.80	Dutchman / Twp 1	193206G	C	100
9	17.80	Cnty RD 25	193207N	D	1850
10	18.40	Freemont St	193209C	E	1700
11	19.00	Golf Crossing	193210W	B	55
12	20.90	Twp 13	193211D	B	55
13	21.90	Cnty RD 18	193247L	B	200
14	22.70	Center St	193248T	D	950
15	23.00	2nd Ave.	193249A	B	39
16	24.00	Twp 5	193250U	B	55
17	25.40	Cnty RD 37	193251B	B	180
18	25.50	Twp 13	193253P	B	100
19	27.80	Terry Drive	193193H	D	500
20	28.20	Richland Ave.	193254W	C	380
21	28.40	Whitewater Ave.	193255D	E	4050
22	28.50	St. Charles Ave.	193256K	C	780
23	28.70	W. 11th St.	193257S	C	480
24	29.00	Cnty RD 126 / West End Rd.	193194P	B	380

PCAPS MANDATORY		
PCAPS MANDATORY MITIGATION @ 20 NMT	PCAPS MANDATORY MITIGATION @ 50 NMT	PCAPS MANDATORY MITIGATION @ 100 NMT

DM&E VOLUNTARY SUPPLEMENT	
DM&E VOLUNTARY MITIGATION @ 20 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 60 NMT (Supplemental)
DM&E VOLUNTARY MITIGATION @ 100 NMT (Supplemental)	

OLMSTED COUNTY, MINNESOTA

B	B	B
B	B	B
B	B	B
D	D	D
B	B	B
B	B	B
E	E	E
D	D	D
B	B	B
B	B	B
C	C	C
C	C	C
C	C	C
E	E	E
D	D	D
D	D	D
B	B	B
D	D	D
D	D	D
D	D	D
C	C	C
B	B	B
D	D	D
D	D	D
E	E	E
E	E	E
D	D	D

B	B		B
B	B		B
B	B		B
D	D		D
B	B		D
B	B		B
E	E		E
E	E		E
B	B		B
B	B		B
C	C		C
C	D		D
C	C		C
E	E		E
E	E		E
E	E		E
B	B		B
D	D		D
E	E		E
D	D		D
D	D		D
B	B		B
E	E		E
E	E		E
E	E		E
E	E		E

Appendix X-MN

DM&E Formula Baseline Compared to PCAPS Compared to Existing

Crossing Number	MP	CROSSING IDENTIFICATION	CURRENT			PCAPS MANDATORY	DM&E VOLUNTARY SUPPLEMENT					
			DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT		PCAPS MANDATORY MITIGATION @ 20 NMT	PCAPS MANDATORY MITIGATION @ 60 NMT	PCAPS MANDATORY MITIGATION @ 100 NMT	DM&E VOLUNTARY MITIGATION @ 20 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 60 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 100 NMT (Supplemental)
52	50.00	11th Ave. NW (#9)	193282A	E	13198	E	E	E	E	E	E	E
53	51.20	7th St. NW (#8)	193232W	D	6900	D	D	D	D	E	E	E
54	54.20	Cnty RD 104 (#7)	193235S	D	2250	D	D	D	D	E	E	E
55	56.80	CSAH 3 (#6)	193285V	D	940	D	D	D	D	D	D	D
56	57.80	10th Ave. NE (#5)	193236Y	E	100	E	E	E	E	E	E	E
57	58.70	Byron Ave. N (#4)	193286C	D	3064	D	D	D	D	E	E	E
58	58.90	2nd Ave. NW (#3)	193287J	D	4400	D	D	D	D	E	E	E
59	59.10	9th Ave. NW (#2)	911209L	D	250	D	D	D	D	D	D	D
60	60.30	19th Ave. NW / Twp 202 (#1)	193288R	B	100	B	B	B	B	B	B	B

DODGE COUNTY, MINNESOTA

61	61.30	Cnty RD 15	193289X	C	200	C	C	D	C	C	D
62	62.30	Twp 30	193290S	B	55	B	B	B	B	B	B
63	63.50	Mantorville Ave. S	193291Y	E	2750	E	E	E	E	E	E
64	63.60	2nd Ave. SW (Private)	193292F	B	610	B	B	B	B	D	D
65	63.70	3rd Ave. NW	193293M	C	360	C	C	C	C	D	D
66	64.30	8th Ave. NW	193294U	C	860	C	C	C	C	D	D
67	65.20	US HWY 14	196630L	D	7900	D	D	D	D	E	E
68	65.30	Cnty RD 34 / Twp 134	193296H	B	60	B	B	B	B	B	B
69	66.30	Cnty RD 9	193357W	B	540	B	B	B	B	D	D
70	67.40	Twp 139	193358D	B	45	B	B	B	B	B	B
71	68.40	Airport Dr. S.	193359K	C	135	C	C	C	C	C	D
72	68.90	4th Ave. SE	193297P	C	380	C	D	D	C	D	D
73	69.00	2nd Ave. SE	193360E	C	380	C	C	C	C	D	D
74	69.10	1st Ave. SE	193361L	C	380	C	C	C	C	D	D
75	69.20	Central Ave.	193298W	C	380	C	C	C	C	D	D
76	69.30	1st Ave. SW	193362T	C	380	C	C	C	C	D	D
77	69.40	2nd Ave. SW	193299D	C	380	C	C	C	C	D	D
78	69.50	3rd Ave. NW / TH 56	193363A	E	3300	E	E	E	E	E	E
79	70.00	Cnty RD H	193300V	B	500	B	B	B	B	D	D
80	70.65	180th St.	193301C	B	10	B	B	B	B	B	B
81	71.40	Twp 145	193364G	B	55	B	B	B	B	B	B
82	71.90	Twp 153	193303R	B	10	B	B	B	B	B	B
83	72.70	Cnty RD 5	193365N	C	310	C	C	C	C	D	D
84	73.20	Twp 180	193366V	B	49	B	B	B	B	B	B
85	73.70	Twp 154	193367C	B	55	B	B	B	B	B	B
86	74.80	Twp 157	193368J	B	55	B	B	B	B	B	B
87	75.80	Cnty RD 3	193369R	C	570	C	C	C	C	D	D
88	76.40	Elm	193370K	C	380	C	C	C	C	D	D
89	76.80	Cnty RD 1	193371S	C	550	C	C	D	D	D	D
90	77.80	Twp 171	193307T	B	55	B	B	B	B	B	B

STEELE COUNTY, MINNESOTA

91	79.80	Cnty RD 16 / SE 84th Ave.	193372Y	B	175	B	B	B	B	B	B
92	80.90	SE 74th Ave.	193373F	B	55	B	B	B	B	B	B
93	81.30	SE 28th Ave.	193311H	B	55	B	B	B	B	B	B
94	81.80	SE 64th St.	193374M	B	80	B	B	B	B	B	B
95	82.90	US HWY 14	193375U	D	4700	D	D	E	E	E	E
96	83.90	SE 44th Ave. / Cnty RD 59	193376B	C	365	C	C	C	C	D	D
97	85.00	SE 34th Ave.	193312P	B	55	B	B	B	B	B	B
98	85.40	Cnty RD 71	193377H	B	155	B	B	B	B	B	D
99	86.60	UPRR - Partridge Ave	193380R	B	500	B	B	B	B	D	D
100	87.40	UPRR 1 - Rice Lake St.	193382E	D	500	D	D	D	D	D	D

Appendix X-MN

DM&E Formula Baseline Compared to PCAPS Compared to Existing

Crossing Number	MP	CROSSING IDENTIFICATION	CURRENT			PCAPS MANDATORY	PCAPS MANDATORY MITIGATION @ 20 NMNT	PCAPS MANDATORY MITIGATION @ 60 NMNT	PCAPS MANDATORY MITIGATION @ 100 NMNT	DM&E VOLUNTARY SUPPLEMENT
			DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT					
101	87.50	UPRR 2 - E. Vine St.	380294J	C	200	C	C	C	C	C
102	87.60	UPRR 3 - Chestnut St.	187034M	C	200	C	C	C	C	C
103	87.70	UPRR 4 - Rose St.	187033F	E	2000	E	E	E	E	E
104	87.80	UPRR 5 - Pine Ave.	187032Y	E	2000	E	E	E	E	E
105	88.30	UPRR 6 - N. Elm Ave.	193383L	D	1500	D	D	D	D	D
106	88.40	UPRR 7 - N. Cedar Ave.	193384T	D	5000	D	D	D	D	E
107	88.90	State Ave.	193388V	D	5600	D	D	D	D	E
108	89.50	Park Dr.	193390W	D	2000	D	D	D	D	E
109	89.70	24th Ave. / Cnty RD 75	193391D	D	2700	D	D	D	D	E
110	90.30	32nd Ave. / Twp 229	193392K	C	2000	C	C	C	C	E
111	92.50	52nd Ave. SW / Cnty RD 17	193394Y	B	290	B	B	B	B	D
112	96.40	SW 92nd Ave.	193397U	C	555	C	C	D	D	D

WASECA COUNTY, MINNESOTA

113	97.80	178th St / Twp 128	193398B	B	55	PCAPS MANDATORY			DM&E VOLUNTARY SUPPLEMENT		
						PCAPS MANDATORY MITIGATION @ 20 NMNT	PCAPS MANDATORY MITIGATION @ 60 NMNT	PCAPS MANDATORY MITIGATION @ 100 NMNT	DM&E VOLUNTARY MITIGATION @ 20 NMNT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 60 NMNT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 100 NMNT (Supplemental)
114	99.30	Goose Lake Xing / Twp 297	193399H	C	10	C	C	C	C	C	C
115	100.90	145th St / Cnty RD 5	193400A	B	500	B	B	B	D	D	D
116	101.80	8th St SE	193403V	D	2800	D	D	D	E	E	E
117	102.00	7th St SE	193404C	B	200	B	B	B	B	B	B
118	102.20	5th St SE	193405J	B	2700	B	B	B	E	E	E
119	102.50	State St.	193406R	D	8900	D	D	D	E	E	E
120	102.60	2nd St SW	193314D	D	1050	D	D	D	D	D	D
121	102.70	4th St SW	193315K	E	2700	E	E	E	E	E	E
122	103.40	Cnty RD 57	193317Y	D	650	D	D	D	D	D	D
123	103.80	Brown St / Cnty RD 2	193318F	D	2600	D	D	D	E	E	E
124	104.60	Airport / Cnty RD 27	193320G	B	810	B	B	B	D	D	D
125	106.20	Cnty RD 52 / 95th St	193322V	B	55	B	B	B	B	B	B
126	107.30	85th St / Twp 161	193324J	B	55	B	B	B	B	B	B
127	108.50	Cnty RD 17	193326X	B	190	B	B	B	B	B	B
128	109.60	60th St	193328L	B	10	B	B	B	B	B	B
129	110.20	Twp 92	193329T	B	20	B	B	B	B	B	B
130	110.90	Cnty RD 33 & 66	193341A	B	110	B	B	B	B	B	B
131	111.90	Cnty RD 53	193342G	C	100	C	C	C	C	C	C
132	112.60	Teal St.	193344V	C	1100	C	C	C	D	D	D
133	112.80	Main St.	193346J	E	1900	E	E	E	E	E	E
134	113.00	Craig St.	193348X	B	380	B	B	B	B	D	D
135	113.10	Skookum St.	193349E	B	380	B	B	B	B	D	D
136	115.10	Cnty RD 60	193354B	C	275	C	C	C	C	D	D
137	116.30	Cnty RD 37	193356P	C	460	C	C	D	D	D	D

BLUE EARTH COUNTY, MINNESOTA

138	116.60	Cnty RD 184	193407X	C	90	PCAPS MANDATORY			DM&E VOLUNTARY SUPPLEMENT		
						PCAPS MANDATORY MITIGATION @ 20 NMNT	PCAPS MANDATORY MITIGATION @ 60 NMNT	PCAPS MANDATORY MITIGATION @ 100 NMNT	DM&E VOLUNTARY MITIGATION @ 20 NMNT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 60 NMNT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 100 NMNT (Supplemental)
139	117.50	Twp 313	193410F	B	100	B	B	B	B	B	B
140	118.70	Cnty RD 185	193408E	B	75	B	B	B	B	B	B
141	119.80	Twp 325	193411M	B	73	B	B	B	B	B	B
142	120.80	Twp 332	193414H	B	39	B	B	B	B	B	B
143	121.70	CSAH 17 / Wescor Rd.	193416W	D	1000	D	D	D	D	D	D
144	122.30	Agency St / CSAH 27	193418K	E	870	E	E	E	E	E	E
145	122.50	Third St.	193419S	E	380	E	E	E	E	E	E
146	123.00	CSAH 56	193420L	D	1000	D	D	D	D	D	D
147	124.00	CSAH 3 / 183	193421T	B	320	B	B	B	B	D	D
148	124.60	CSAH 3 / 183	193422A	B	200	B	B	B	B	B	D
149	125.30	MMR - Bike Path - Twp 351	193423G	B	55	B	B	B	B	B	B

Appendix X-MN

DM&E Formula Baseline Compared to PCAPS Compared to Existing

Crossing Number	MP	CROSSING IDENTIFICATION	CURRENT			PCAPS MANDATORY	DM&E VOLUNTARY SUPPLEMENT					
			DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT		PCAPS MANDATORY MITIGATION @ 20 NMT	PCAPS MANDATORY MITIGATION @ 50 NMT	PCAPS MANDATORY MITIGATION @ 100 NMT	DM&E VOLUNTARY MITIGATION @ 20 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 50 NMT (Supplemental)	DM&E VOLUNTARY MITIGATION @ 100 NMT (Supplemental)
150	126.00	193 Airport Rd. / CSAH 12	193425V	D	3750	D	D	D	D	E	E	E
151	128.00	Twp 352	193427J	B	63	B	B	B	B	B	B	B
152	128.30	Twp 305	193428R	B	55	B	B	B	B	B	B	B
153	129.50	Twp 273 / Lime Valley Rd.	193430S	C	414	C	C	C	C	C	D	D
154	UP	Industrial		B	1500	B	B	B	B	NA	NA	NA
155	UP	1st Ave.	193441E	E	590	E	E	E	E	NA	NA	NA
156	UP	3rd Ave.	193459P	D	8500	D	D	D	D	NA	NA	NA
157	UP	Pine St.	193456U	C	170	C	C	C	C	NA	NA	NA
158	UP	Rock St.	193463E	E	350	E	E	E	E	NA	NA	NA
159	UP	Elm St.	193462X	E	630	E	E	E	E	NA	NA	NA
160	UP	Owatonna St.	193472D	E	2250	E	E	E	E	NA	NA	NA
161	UP	Hubbell St.	193473K	B	630	B	B	B	B	NA	NA	NA
162	UP	Bird Ave.	186968U	E	180	E	E	E	E	NA	NA	NA
163	145.90	Private Crossing	100001P	C	100	C	C	C	C	C	C	C
164	147.20	Twp 461	193509R	C	100	C	C	C	C	C	C	C
165	148.90	Judson Fort Rd. / Twp 231	193480V	B	52	B	B	B	B	D	D	D
166	149.80	CSAH 42	193481C	B	970	B	B	B	B	B	B	B
167	149.90	Park St. / Twp 245	193482J	B	60	B	B	B	B	B	B	B
168	150.20	Prairie St. / Twp 249	193483R	B	55	B	B	B	B	C	C	D
169	156.30	CSAH 6	193484X	C	150	C	C	C	C	C	C	C
170	156.60	Twp 236	193485E	C	80	C	C	C	C	C	C	C
171	158.10	CSAH 45	193487I	D	770	D	D	D	D	D	D	D

BROWN COUNTY, MINNESOTA

172	160.60	Twp 97	193571H	B	100	B	B	B	B	B	B	B
173	162.70	Shag Rd. / Twp 96	193522E	B	115	B	B	B	B	B	B	B
174	163.10	Tower Rd.	192523C	B	50	B	B	B	B	B	B	B
175	164.10	S. 20th St.	193488A	D	4500	D	D	D	E	D	D	E
176	164.40	S. 16th St.	196250K	C	630	C	C	C	E	D	D	E
177	164.60	S. 12th St.	196261S	E	800	E	E	E	C	D	D	E
178	164.90	S. 7th St.	193491H	C	550	C	C	C	D	D	D	D
179	165.20	S. 3rd St.	193492P	D	600	D	D	D	D	D	D	D
180	165.40	S. 1st St.	193493W	D	1400	D	D	D	D	D	D	D
181	165.50	Center St.	193494D	B	1100	D	D	D	D	D	D	D
182	165.60	N. 1st St.	193525A	C	630	C	C	D	D	D	D	D
183	165.70	N. 3rd St.	193537U	D	1750	D	D	D	D	D	D	D
184	166.80	N. 17th St. & Minnesota	193536M	D	970	D	D	D	E	E	E	E
185	167.20	N. 20th St.	911203V	D	3500	C	C	C	D	D	D	D
186	168.00	Boundary St / N. 23rd St.	193560N	C	630	B	B	B	B	B	B	B
187	169.50	Cnty RD 12	193572H	B	75	B	B	B	B	B	B	B
188	170.50	Twp 128	193573P	B	55	B	B	B	B	B	B	B
189	171.50	Twp 245	193579F	B	55	B	B	B	B	B	B	B
190	172.50	Twp 238	193574W	B	40	B	B	B	B	B	B	B
191	173.10	Twp 129	193546T	B	80	B	B	B	B	B	B	B
192	173.60	Cnty RD 11 / Center St.	193575D	C	790	C	C	C	D	D	D	D
193	173.70	Essig West St. / Twp 131	193547A	B	780	B	B	B	B	B	B	B
194	175.10	Twp 141	193548G	B	55	B	B	B	B	B	B	B
195	176.70	Cnty RD 10	193577S	B	140	B	B	B	B	B	B	D
196	177.80	Twp 225	193578Y	B	116	B	B	B	B	B	B	B
197	179.70	1st Ave.	193552M	D	3400	D	D	D	E	E	E	E
198	179.80	2nd Ave.	193557F	D	3100	D	D	D	E	E	E	E
199	179.90	4th Ave. SE / CSAH	193584C	C	1200	C	C	C	D	D	D	D
200	180.40	9th Ave. SW	193553D	B	980	B	B	D	D	D	D	D

Appendix X-MN

DM&E Formula Baseline Compared to PCAPS Compared to Existing

Crossing Number	MP	CROSSING IDENTIFICATION	CURRENT			PCAPS MANDATORY	DM&E VOLUNTARY SUPPLEMENT	
			DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT			
201	180.90	Golf Course / Twp 218	193554K	B	55	B	B	B
202	182.80	Twp 138	193588E	C	40	C	C	C
203	183.80	Cnty RD 8	193589L	B	300	D	D	D
204	186.00	Cnty RD 7	193590F	C	130	C	C	C
205	186.10	Center St.	193591M	B	380	B	B	B
206	187.00	Twp 3	193592U	B	48	B	B	B
207	188.70	Twp 191	193594H	B	55	B	B	B
208	189.40	MN HWY 258	193595P	D	370	D	D	D
209	190.10	Industrial	193609V	B	100	B	B	B
210	190.50	Twp 90	193596W	B	55	B	B	B
211	191.40	Twp 85	193610P	B	55	B	B	B
212	192.50	Och's Brickyard	193598K	C	380	C	C	C
213	192.60	Cnty RD 5	911204C	B	1250	B	B	D
214	192.70	Sanborn St.	193612D	B	200	B	B	B
215	192.90	Washington Ave.	193613K	B	380	B	B	B
216	193.00	Lincoln St.	193599S	C	380	B	B	B
217	193.10	Cass St.	193614S	D	1650	D	D	D
218	193.30	O'Connel Ave.	193616F	C	770	C	D	D
219	193.60	Burns Ave.	193600J	B	380	B	B	B
220	194.10	Cnty RD 4	193859H	D	410	D	D	D
221	197.60	Cnty RD 2	193710U	B	160	B	B	D

REDWOOD COUNTY, MINNESOTA

222	200.50	Twp 2	193711B	B	56	B	B	B
223	200.80	Twp 153	193664V	B	146	B	B	D
224	201.70	Main St.	197897F	D	1300	D	D	D
225	201.80	South St.	197896Y	B	380	B	B	D
226	202.60	Twp 149	193669E	B	73	B	B	B
227	203.70	Twp 147 & 148	193671F	B	55	B	B	B
228	208.80	Main St.	197895S	E	380	E	E	E
229	209.10	Ilex St. / Cnty RD 6	197894K	D	1300	D	D	D
230	210.90	Twp 190	193712H	B	55	B	B	B
231	213.00	Twp 184	193713P	B	99	B	B	B
232	213.70	Main St. / Cnty RD 127	197789J	D	510	D	D	D
233	214.10	Cnty RD 7	193714W	B	320	B	B	D
234	215.00	Twp 178	193715D	B	55	B	B	B
235	216.10	Cnty RD 10	193716K	B	125	B	B	B
236	217.10	Twp 127	193717S	B	44	B	B	B
237	218.10	Cnty RD 80	193718Y	B	530	B	B	D
238	218.80	1st St.	193719F	B	49	B	B	B
239	219.00	6th St.	197893D	D	900	D	D	D
240	219.20	Cnty RD 5	197892W	D	1000	D	D	D
241	221.10	Cnty RD 75	193721G	B	40	B	B	B
242	222.20	Twp 160	193692Y	B	40	B	B	B
243	223.20	Twp 158	193694M	B	55	B	B	B

LYON COUNTY, MINNESOTA

244	224.10	Twp 154 (County Line)	193696B	B	55	B	B	B
245	225.10	Twp 18	193697H	B	37	B	B	B
246	226.50	Center St.	193722N	D	1450	D	D	D
247	226.60	4th St.	193741T	E	2200	E	E	E
248	227.20	Highline Rd 73	193742A	B	650	B	B	D
249	228.00	Cnty RD 14	193699W	B	320	D	D	D

Appendix X-MN

DM&E Formula Baseline Compared to PCAPS Compared to Existing

Crossing Number	MP	CROSSING IDENTIFICATION	CURRENT			PCAPS MANDATORY	DM&E VOLUNTARY SUPPLEMENT	
			DOT NUMBER	EXISTING TRAFFIC CONTROL	EXISTING ADT			
250	228.30	Twp 227	193700N	B	55	B	B	B
251	229.50	Cnty RD 14	193702C	B	225	B	B	B
252	231.50	Twp 217	193708T	B	55	B	B	B
253	232.50	Twp 208	193709A	B	55	B	B	B
254	233.50	US HWY 59	193810Y	D	1350	D	D	D
255	233.90	1st St	193757P	B	55	B	B	B
256	234.50	Twp 201 (Twp 4?)	193758W	B	55	B	B	B
257	235.50	Twp 194	193759D	B	55	B	B	B
258	236.60	Cnty RD 7	193743G	B	155	B	B	B
259	237.60	Twp 190	193744N	B	73	B	B	B
260	238.60	Twp 27	193745V	B	5	B	B	B
261	239.40	2nd St SW	193797M	D	1050	D	D	D
262	239.90	Cnty RD 5	193748R	D	710	D	D	D
263	241.80	Twp 14	193751Y	B	38	B	B	B
264	242.30	Twp 176	193752F	B	45	B	B	B
265	243.30	Twp 244	193753M	C	55	C	C	C
266	244.40	MN HWY 91	193755B	D	495	D	D	D
267	245.90	Twp 15	193725J	B	55	B	B	B
268	246.40	Cnty RD 13	193726R	B	50	B	B	B
269	249.20	Twp 262	193730F	C	16	C	C	C
270	249.80	Cnty RD 51	193732U	B	15	B	B	B

LINCOLN COUNTY, MINNESOTA

271	251.80	Twp 82	193734H	B	55	B	B	B
272	252.90	Cnty RD 115	193736W	B	380	B	B	B
273	253.40	Willow St.	193798U	B	380	B	B	B
274	253.50	Tyler St.	193799B	E	3150	E	E	E
275	253.80	Cnty RD 8	193800T	E	1000	E	E	E
276	254.90	Twp 90	193737D	B	59	B	B	B
277	255.90	Twp 96	193740L	B	55	B	B	B
278	256.90	Cnty RD 111	193761E	B	95	B	B	B
279	257.90	Twp 100	193762L	B	55	B	B	B
280	259.00	Twp 104	193764A	B	55	B	B	B
281	261.60	Center St.	193801A	E	1100	E	E	E
282	261.90	Benton St.	193802G	B	450	B	B	D
283	263.30	Twp 100	193768C	B	55	B	B	B
284	264.80	Twp 7	193769J	B	55	B	B	B
285	265.90	Cnty RD 9	193770D	D	450	D	D	D
286	267.30	Twp 125	193771K	B	50	B	B	B
287	267.50	Cnty RD 9	193773Y	B	150	B	B	D
288	267.80	Main St.	193772S	B	23	B	B	B
289	268.30	Cnty RD 2	193776U	B	75	B	B	B
290	269.40	Twp 132	193780J	B	55	B	B	B
291	270.40	Twp 133	193782X	B	40	B	B	B
292	271.40	Cnty RD 1	193783E	B	110	B	B	B
293	272.50	Twp 138	193784L	B	44	B	B	B

APPENDIX

X-MK

Appendix X-MK
Proposed Mankato Public Grade Crossings

CURRENT			
Crossing Number	PROPOSED MP	CROSSING IDENTIFICATION	ADT

FORMULA MANDATORY		
BASELINE FORMULA CALCULATION FOR 20 MNT	BASELINE FORMULA CALCULATION FOR 50 MNT	BASELINE FORMULA CALCULATION FOR 100 MNT

DM&E VOLUNTARY SUPPLEMENT		
MINIMUM PROPOSED 20 MNT	MINIMUM PROPOSED 50 MNT	MINIMUM PROPOSED 100 MNT

M-2 Mankato ByPass New Construction (Southern Route)

1 M-2	120.90	TWP 282	55
2 M-2	122.10	CSAH 27	970
3 M-2	123.20	TWP 450	55
4 M-2	123.90	St Hwy 83	
5 M-2	124.00	County Road	55
6 M-2	125.30	CSAH 41	590
7 M-2	125.40	County Road	55
8 M-2	126.50	St Hwy 22	
9 M-2	127.00	County Road	55
10 M-2	127.10	Hungry Hollow Road	630
11 M-2	128.10	CSAH 8	590
12 M-2	129.20	CSAH 16	na
13 M-2	130.70	County Road	55
14 M-2	131.90	St Hwy 66	na
15 M-2	133.50	3rd St - LeHillier	55
16 M-2	133.50	CR 69	385
17 M-2	133.70	US Hwy 169	na

B	B	B
D	D	D
B	B	B
E	E	E
B	B	B
D	D	D
B	B	B
E	E	E
B	B	B
D	D	D
D	D	D
NA	NA	NA
B	B	B
NA	NA	NA
B	B	B
B	B	B
NA	NA	NA

C	C	C
D	D	D
C	C	C
E	E	E
C	C	C
D	D	D
C	C	C
E	E	E
C	C	C
D	D	D
D	D	D
GS	GS	GS
C	C	C
GS	GS	GS
E	E	E
C	C	C
GS	GS	GS

Appendix X-MK
Proposed Mankato Public Grade Crossings

CURRENT			
Crossing Number	PROPOSED MP	CROSSING IDENTIFICATION	ADT

FORMULA MANDATORY		
BASELINE FORMULA CALCULATION FOR 20 MNT	BASELINE FORMULA CALCULATION FOR 50 MNT	BASELINE FORMULA CALCULATION FOR 100 MNT

DM&E VOLUNTARY SUPPLEMENT		
MINIMUM PROPOSED 20 MNT	MINIMUM PROPOSED 50 MNT	MINIMUM PROPOSED 100 MNT

M-3 Mankato Existing Corridor Construction (In-City Route)

1 M-3	UP	Industrial Ave	414
2 M-3	UP	Hwy 14	na
3 M-3	UP	1st Ave	590
4 M-3	UP	3rd Ave	8500
5 M-3	UP	Pine & 5th Ave	170
6 M-3	UP	Rock Street	350
7 M-3	UP	Mound Ave	na
8 M-3	UP	Owatonna Ave	2250
9 M-3	UP	Hubbel Ave	630
10 M-3	UP	Woodlawn Ave	na
11 M-3	UP	Bird St	180

B	D	D
NA	NA	NA
E	E	E
E	E	E
B	B	D
B	D	D
NA	NA	NA
E	E	E
D	D	D
NA	NA	NA
E	E	E

C	D	D
GS	GS	GS
E	E	E
E	E	E
X	X	X
C	D	D
GS	GS	GS
E	E	E
X	X	X
GS	GS	GS
E	E	E

APPENDIX

X-O

Appendix X-O
Proposed Owatonna New Connection Public Grade Crossings

CURRENT		
Crossing Number	PROPOSED MP	CROSSING IDENTIFICATION
		ADT

FORMULA MANDATORY		
BASELINE FORMULA CALCULATION FOR 20 MNT	BASELINE FORMULA CALCULATION FOR 50 MNT	BASELINE FORMULA CALCULATION FOR 100 MNT

DM&E VOLUNTARY SUPPLEMENT		
MINIMUM PROPOSED MNT	MINIMUM PROPOSED MNT	MINIMUM PROPOSED 100 MNT
20	50	

O-2 Owatonna Connection - Original Filing Alternative (Outer Loop)

1 O-2	0.70	County Road	55
2 O-2	1.20	Highway 14 - Bypass	4700
3 O-2	1.80	County Road	80
4 O-2	2.80	County Road	55

B	B	B
E	E	E
B	B	B
B	B	B

C	C	C
E	E	E
C	C	C
C	C	C

O-3 Owatonna Connection - Revised Preferred Alternative (Inner Loop)

1 O-3	0.30	County Road #71	165
2 O-3	0.80	County Road	55

B	B	B
B	B	B

C	C	D
C	C	C

O-4 Owatonna In-City Connection

No Public At-Grade Crossings on this Route		

NA	NA	NA

NA	NA	NA

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